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MILITARY AFFAIRS

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CONTENTS	PAGE
Naval Training and Related Activities (Various sources, various dates).....	1
Air Defense Training Commander Foresight Discussed On a Guided Missile Patrol Boat Submarine Crew Training Classroom Tactical Training Described Combat Planning Importance Stressed Submarine Crew Training Long-Cruise Training Methods Discussed Quality of Living Conditions Discussed Minesweeper Crew Training On the Large Guided Missile Ship "Smelyy" On the ASW Cruiser "Kiev" On the Large ASW Ship "Ochakov" On an Air-Cushion Landing Ship On the Large ASW Ship "Marshal Timoshenko"	
Shortcomings in NCO Training Criticized (KRASNAYA ZVEZDA, 31 Jul 79).....	39
Auxiliary Fleet Activities Described (M. Kabakov; PRAVDA, 3 Sep 79).....	42
Activities in Signal Academy Described (V. Verstakov; PRAVDA, 11 Sep 79).....	46
Helicopter Combat Capabilities Discussed (V. Izgarshev; PRAVDA, 20 Sep 79).....	50

CONTENTS (Continued)

Page

Biographical Information on General Tret'yak (Various sources, various dates).....	53
Tret'yak Recalls Youth, Discusses Troops Today, I.M. Tret'yak	
Tret'yak's Character, Current Concerns, by Yu. Dmitriyev	

NAVAL TRAINING AND RELATED ACTIVITIES

Air Defense Training

Moscow KRASNAYA ZVEZDA in Russian 5 Jul 79 p 1

[Text] Capt 3d Rank V. Shirokov, Red Banner Northern Fleet--Seamen do not have it easy in stormy weather. Things are especially difficult for young naval seamen. Senior Lieutenant V. Geletin was in no hurry to descend to his cabin after being relieved from his watch. He once again inspected the battle stations at which his subordinates were performing their duty, offering words of encouragement to young seamen A. Guseynov and S. Semen'kov, for whom this was the first storm of their lives.

The officer never did get a chance to rest.

"Training alert!" Bells rang loudly all over the ship.

The first to arrive at his battle station was the commander of the radio section, Petty Officer 2d Rank A. Gusev. This did not amaze Senior Lieutenant V. Geletin. The petty officer was a top-class specialist and an aggressive individual--one of those who could be relied upon at any time.

"Comrade Senior Lieutenant! The battle station is ready for combat!" he reported, having made the equipment ready for work. Other battle stations began reporting their readiness immediately after that.

Even those who had been suffering seasickness just a minute ago also forgot about the storm. A solitary thought possessed the battery: "To complete the gunnery practice successfully, and to destroy the simulated enemy!"

Senior Lieutenant V. Geletin unwittingly found himself worried. Not only because not all of the soldiers of the battery were as experienced and competent as the section commander. This gunnery practice had a story behind it: When the battery collective adopted the pledge of becoming an outstanding battery, many in the crew snickered, and for good reason. The battery was not among the best. And its commander, Senior Lieutenant V. Geletin, was relatively new aboard ship and did not have the necessary experience.

But the young officer insisted. He was not simply being bull-headed. He knew that when the "laggard" label is attached to a collective, it becomes depressed and the faith the men have in their strength is undermined. The battery commander was certain that the soldiers had considerable potential. This certainty stemmed from his deep knowledge of the personnel, and it was reinforced by the entire collective's unanimous desire to make the battery outstanding. Relying upon top-rated specialists such as Warrant Officer I. Mel'nik and Petty Officer 2d Rank A. Gusev, he did manage to improve training quality. Conducting drills in the spirit of rivalry, he was able to increase the return from every training minute.

However, the lack of experience did have an effect nevertheless. Senior Lieutenant V. Geletin thought that the first turn for the better was a fundamental turning point. But trust in one's subordinates cannot substitute for monitoring their work. And this is what the young officer forgot for a while. So-called "petty" violations of military discipline began to appear in the battery. The department commander, Captain-Lieutenant V. Gromov, helped Senior Lieutenant V. Geletin establish strict surveillance over the work of his subordinates, and he helped organize socialist competition in such a way that the successes of each soldier, as well as his failures, would be visible to all, and such that each person would feel himself to be personally responsible for the collective's affairs. It was after this that a real turning point was achieved. The crews began exhibiting outstanding results in the training exercises, in tests on the standards.

The tension at the battle stations attained its maximum. Radio operator Seaman S. Semen'kov tracked an airborne target confidently. Petty Officer 2d Rank A. Gusev and Seamen A. Guseynov acted efficiently. The barrels of the guns were turned in the direction from which the "enemy" was to appear. Suddenly the silhouette of a practice target flashed by between the clouds. And immediately traces of fire dissected the sky. The battery received an outstanding grade for its gunnery.

Flying from wave to wave, the ship proceeded on its course. It still had a long way to go before returning to home base.

Commander Foresight Discussed

Moscow KRASNAYA ZVEZDA in Russian 7 Jul 79 p 2

[Text] Capt 1st Rank B. Krivinskiy and Cand Naval Sci, Capt 1st Rank G. Morozov, fleet staff officers--The exercise situation was not to the advantage of the antisubmarine ships in the beginning. The "enemy" submarine was operating extremely artfully. One could feel the signature of an experienced, resolute, tactically competent commander who knew how to capitalize on unique features of the sea's hydrology to his own advantage. Captain 3d Rank V. Skrypnik, the commander of a group of small antisubmarine ships, analyzed and reanalyzed the incoming data. After counseling with his

officers he decided to try a new tactic, which he had thought out in detail before the beginning of the exercise. Of course at first glance its use was not dictated by necessity in this situation. But only at first glance. The group commander based his decision on the fact that the "enemy" had to try to utilize the hydrologic advantage he enjoyed in order to achieve an immediate victory. But in this situation he would inevitably find himself in a trap set up for him.

Captain 3d Rank Skrypnik turned out to be right. A commander's foresight, based on personal experience, a profound knowledge of the technical and tactical possibilities of the opposing sides and preliminary computations based on modern methods of mathematical analysis, insured him success in the training battle.

The art of prediction has always played an important role in military affairs. Making a decision in combat, every commander tries to guess the possible actions of the enemy and the general course of events, and to develop his own plan on this basis. The history of wars at sea provides us numerous examples in which victory was achieved over the enemy namely due to prediction. It permits the commander to concentrate the necessary quantity of forces, weapons, and equipment in a concrete sector in time, to deal with the enemy's intentions correctly, and to win the battle with the least losses. That is, prediction affords a possibility for correctly determining the goal of actions and the means of its attainment, for disposing men and equipment sensibly, and for controlling them reliably.

The role of prediction in military affairs has grown even more today. The reason for this lies in the increase in destructive power of weapons, and the spacial scope and fluidity of naval combat.

As military theory develops, the prediction and forecasting methods change and improve. Before, for example, prediction was purely empirical in nature, and it was based mainly on the fleet commander's personal experience, gained in naval encounters. Experience was used for the purposes of predicting future events (consciously or intuitively) in a direct comparison of the conditions of the particular situation at hand with those of a similar situation that had occurred earlier. A commander's combat experience was always thought to be one of the main factors of victory, since this experience is precisely what helped the commander to deduce the enemy's design, and to forestall it.

But today, now that the scientific-technical revolution is occurring in military affairs, and now that we must deal with nuclear missiles, empirical forecasting methods based only on personal experience are clearly no longer enough for a commander. Scientific prediction based on a knowledge of Marxist-Leninist methodology and of the laws of armed conflict, on the use of modern mathematical methods, and on modeling the dynamics of combat activities with the help of electronic computers is acquiring decisive significance. The latest achievements in electronics are making it possible

to raise the level of information collection and analysis, and to achieve a comprehensible reflection of the surrounding situation. Today's technology helps the commander and staff to make the computations necessary for their predictions.

In turn, this raises the requirements on the training of commanders of all ranks. Modern computer technology and electronics are dependable assistants only to a commander who has undergone excellent tactical training, who possesses deep and thorough knowledge, and who knows how to critically analyze incoming data and creatively estimate the situation to make an optimum decision. These qualities do not arise spontaneously. They are nurtured in commanders during intense combat training.

This task is completed most successfully aboard those ships and in those units that place their main emphasis on tactics in commander training, and that sensibly combine seaman training at home base and at sea. For example the Nth Unit constantly searches for effective forms of training for ship commanders and staff officers satisfying modern requirements, and it utilizes the training base and trainers with a maximum payoff.

Group exercises and short tactical exercises are conducted in the unit in an atmosphere of rivalry. The commander and the staff officers work persistently to see that each training function proceeds without simplification, dynamically and instructively. On the initiative of Officer A. Komar, the main events in the scenarios of forthcoming exercises are now modeled and played out on a real time scale reflecting the dynamics of the possible course of events. Drill and training session leaders think out the different variants of actions of the opposing sides in a particular situation beforehand, which helps to saturate the training functions with complex scenario inputs, including surprise inputs, which may have counterparts in real combat. Such inputs encourage ship commanders to quickly analyze a change in the situation, to predict the further course of events, to compare different variants, and to make concrete decisions. All of this develops the tactical thinking of the officers and teaches them to combine intuition with calculation. The initial habits acquired at home port are polished at sea, which permits commanders to successfully solve tactical problems in exercises.

After all, it is precisely in exercises that commanders in the end acquire the experience of integrated use of computer technology to analyze the situation, to make tactical computations, and to make decisions. Working out the exercise plans, our best instructors try to make the conditions of the training battle as different from the past as possible. Thus the commanders must consider several new variants each time: Right from the beginning, they are discouraged from laying their hopes on the easy way out, on chance. This is quite understandable: After all, we cannot master the art of prediction when exercise plans contain stereotypic situations, since like it or not, stereotypes generate stereotypic thinking.

The more complex a situation requiring a decision in an exercise is, the more tangible is the benefit enjoyed by the ship commander. Participating in many exercises, he systematically develops the habits of estimating the situation and forecasting the events.

With time, the commander gains the ability to utilize computer technology with maximum effect, and he develops his intuition, such that on the basis of precise computations and his accumulated experience he can quickly and accurately estimate the situation evolving in combat and predict the course of events.

But it is not enough to just predict the possible actions of the enemy and arrive at the correct decision. The commander must implement it firmly and resolutely, without delay. A commander's lack of confidence would immediately be noticed by subordinates, and it would have a negative effect on their work in an intense combat situation. Success would most likely occur when a commander is sure of himself and in the collective he leads. Firm confidence, meanwhile, is the product of a commander's deep knowledge of enemy tactics, weapons, and equipment, of the marine theater of war, and of the possibilities of his crew.

Once during an exercise a group of ships in the unit mentioned earlier was given the mission of traveling covertly to an indicated area, finding an "enemy" ship, and striking it with missiles. The tactical background was very complex, countermeasures were strong, and the situation changed frequently. The unit commander and staff, utilizing modern prediction methods and the experience of former exercises, thoroughly considered all of the possible variants of combat beforehand. The variants were determined with a consideration for the unexpected nature of events occurring in the battle, and for the fact that there might not be enough information on the "enemy" and on his actions. They considered the training level of the commanders and the degree of coordination attained by the crews. Special attention was turned to developing new tactics. All of this permitted the unit commander and the ship commanders to predict the "enemy's" actions with sufficient accuracy, to make bold decisions in time, and to insure their implementation. The victory in the training battle was persuasive. Experience acquired by the seamen was meticulously analyzed during the exercise critique. Such detailed analysis of the actions taken by the commanders in various situations, their ability to predict the course of events, and recommendations on what should have been done in the given situation are remembered by the officers for a long time, and they encourage them to heed the lessons for the future.

The ability to predict is the most important quality of a modern commander. This ability must be improved systematically, from training session to training session, from exercise to exercise, polishing it to an art.

On a Guided Missile Patrol Boat

Moscow KRASNAYA ZVEZDA in Russian 10 Jul 79 p 1

[Text] Capt 3d Rank N. Dobroskokin, Red Banner Pacific Fleet--The missile patrol boat moved swiftly. I unwittingly felt about for something to hold on to every time it flew off the crest of a steep wave.

From time to time the boat commander, Captain-Lieutenant V. Masyutin, would call Engineer-Lieutenant A. Gordu. This was the young officer's first solo missile firing run, and the captain-lieutenant listened to the engineer-mechanic's reports with special attention. After all, a decrease in speed for even a minute could mean failure of the attack. But for the moment everything was preceeding normally.

Captain-Lieutenant Ye. Ageyenko, the staff liaison officer, was also anxious about the outcome of the attack. An incident last year, in which seamen V. Kulikov and A. Mironov counted on one another rather than on themselves and made an error in preparing their station for action, resulting in a lower grade, was still fresh in his memory. After all, if a seaman errs, an officer must have erred earlier in something else.

An analysis conducted at that time showed that the mistake occurred because the actions of the personnel were not monitored well in training exercises. Moreover the training sessions themselves were sometimes too simple. The boat's former commander, Captain-Lieutenant V. Khor'kov, devoted insufficient attention to the crew's training at home port. Counting on being extricated from any situation by the best seamen--warrant officers F. Khurkalo, V. Konovalov, and others, he neglected the training of young specialists. But the quality with which combat training missions are completed is directly dependent on the training level of all crew members without exception.

Thus communists V. Khor'kov and Ye. Ageyenko had to listen to bitter but valid criticisms of their dulled sense of responsibility for their work.

The correct conclusions were made from the incident. Captain-Lieutenant Ye. Ageyenko placed training of the missile boat crew under efficient control. It became the rule to conduct training sessions on a complex tactical background, saturated with nonstandard situations. The process of being certified for gunnery was transformed into a serious examination, during which the practical skills of servicing the weapons and technical resources and fulfillment of combat standards by the seamen were checked meticulously. Socialist competition, which was organized more effectively than before, also played its role. The training sessions were conducted as a rule in a situation of acute rivalry, and the critiques were thorough. Advanced skills began to be publicized more concretely. As an example it was found that Master of Military Affairs Warrant Officer F. Khurkalo was able to significantly surpass the standards each time. Why? The warrant officer knew how to save time by organizing his workplace excellently, and he

constantly saw to it that it was kept in good order. All of the warrant officer's instruments and tools were at hand and in good repair.

Many seamen learned from the experience of this leading warrant officer. Now most of the crewmembers confidently surpass the standards.

In response to instructions from the navigator Lieutenant A. Chmykhalo, the missile boat turned to its combat course and increased its speed. The "enemy" was creating interference. Several blips from false targets appeared on the radar screen together. But Warrant Officer A. Vol'chenko, the radio squad chief, was not perturbed by this situation. He confidently tuned out the interference and locked himself onto the "enemy" ship unshakably. The conning tower received the report that the missiles were ready for launch.

A missile rushed toward the target. It was not until they returned to home port that the missile patrol boat crew learned of the results of the attack. A direct hit!

Submarine Crew Training

Moscow KRASNAYA ZVEZDA in Russian 12 Jul 79 p 2

[Text] Engr-Lt N. Yegorov--Mishka, the crew's shaggy-haired mascot, made his way down the ladder cautiously, and on feeling terra firma beneath his legs, he scurried toward the welcoming party. Watching the puppy's happy antics, the usually reserved Engineer-Lieutenant A. Mel'nikov suddenly grinned broadly and said, almost singing:

"Now we're home, Nikolay. It smells so good here!"

We were home, at our home port. A difficult cruise, the first lengthy oceanic cruise of our officer's biography, was behind us. The submarine placed a steel ladder on the pier as if extending an arm to the shoulder of a friend; the submarineers went ashore on this ladder with a sense of fulfillment: my commander, Engineer Lieutenant A. Mudretsov, party organization secretary Engineer-Captain Lieutenant A. Nastenka, Petty Officer 1st Class N. Kuz'min, and Petty Officer 2d Class I. Kosygin--masters in their fields and active Komsomol members.

The ocean deep brought me close to these people. Owing to them and other experienced submariners I began to feel confidence in myself--getting up on my own two feet, as they say. Of course there was still much to learn, and many goals to attain, but the foundation of my development had been laid. And laid well, I was told. The main thing that I came to understand in my first cruise was that I was personally a part of a great, needed effort called naval service, and that I had not erred in choosing my profession.

There were no seamen in my family. My father served in the artillery. In 1944 he was a private, and he retired into the reserves as a battery commander,

a senior lieutenant. He was not especially enthusiastic about my decision to enroll in a higher naval school. But he did not try to talk me out of it. The only words he ever spoke about this were during my parting for the entrance examinations:

"A profession is chosen once in a lifetime. I will be happy if you remain true to it to the end...."

The school days came to an end. Lieutenant's stars replaced the anchors on the shoulderboards, and the certificate indicating that I had come of age was now supplemented by the diploma of a military engineer. A short visit to the ancient town of Ostrov, and then greetings to the Great Ocean, greetings to the navy, a beauty of a submarine!

We began our cruise at dawn. The pier and the black back of the submarine were powdered with white snow. Snowflakes settling on broad shoulders were carried into the compartments, where they immediately faded away, as soon did the pier and the hills and the comforting lights of the wakening military post.

I have responsibility over monitoring and measuring instruments. Electronics, automatic equipment. My "household" is complex, and the range of my concerns is vast and important. I came to understand this during my apprenticeship, when (my conscience compels me to confess) I got lost aboard the ship while acquainting myself with the layout of the automatic devices.

At that time I was only acquainting myself, and now it was time to service all of this equipment, and to do this without mistakes, quickly and reliably. But first of all I had to be certified for independent work, and this did not turn out to be all that simple. Thanks to Engineer-Captain Lieutenant A. Mudretsov I learned to plan my working day correctly, to studying the equipment entrusted to me and the ship in stages, according to the principle "from the simple to the complex," rather than tackling everything right away. I was also aided by the fact that the Komsomol members showed great trust in me when I joined the crew by electing me secretary of the boat's Komsomol organization. It meant more work, and my responsibility became greater: After all, it was time that I, a young leader, began to lead. Thus it was that I began to put out. Sometimes I returned to my cabin so tired that my legs were numb. Rest would be good, but a recent reproach from the political worker robbed me of it:

"Spend more time with the seamen, Comrade Secretary, work with the people more concretely. After all, they are all different, and each one needs an individual approach...."

Il'yas Iskhakovich pronounced these last words almost syllable by syllable, imparting special significance to them, which I did not understand for a long time. I, and perhaps many young officers, used to subdivide subordinates

categorically into the bad and the good. It was all black and white. If a seaman caused trouble or failed to complete a Komsomol assignment, he was bad, and if he distinguished himself even once, he was good. But I never even thought of asking why he caused trouble or why he did not do what he should have. Now, however, I think I understand the essence of the individual approach. I learned a few things in this regard from my dealings with Senior Seaman N. Fazdalov.

He did not stand out in any way from the rest of the crew. He never committed any major "sins," but on the other hand he did not display exceptional zealotness in his work. Once I advised the secretary of the subunit's Komsomol organization to "saddle" Fazdalov with some Komsomol assignments.

"Not much would come of it, Comrade Lieutenant," he responded. "He is so indifferent, he is not interested in anything."

The political worker overheard our conversation. After the secretary left, Il'yas Iskhakovich said to me:

"Why don't you talk with Fazdalov a little, Nikolay Vladimirovich, and get to know him a little better?"

So I talked to him. It turned out that the senior seaman had long been seriously interested in photography, and that he had an excellent knowledge of movie equipment.

"Why haven't you ever said anything to anyone about this?" I asked.

"Nobody ever asked," he replied. "And I've never been much of a volunteer."

From that day forward Fazdalov began participating actively in the publication of pictorial newspapers and combat bulletins, and he often substituted for the projector operator. And once when our movie projector broke down, Fazdalov filed down some gears during his free time and fixed the projector up like new.

Fix it he did, but I myself was having trouble adjusting one of the automatic devices on that day. I tried checking it all out by myself from start to finish (this was also a way for learning the equipment), but nothing came of it. And so I had to ask for help.

"Why so serious, Secretary?" Engineer-Lieutenant A. Mel'nikov, my roommate, broke himself away from his notebook. On learning the cause of my concern, he was not disturbed:

"It can be worse, though not often."

Everything was not going smoothly for Aleksandr Mel'nikov at that time either. He was the commander of an electronics group containing many young seamen.

They had to be broken in with the greatest possible speed, and this was not easy to do for an unexperienced officer. He did not tire any less than I, but he kept on. He recalled his school instructors, and company commander Captain 3d Rank Anatoliy Alekseyevich Romanenko, who loved to repeat that service aboard ship is not a stroll on Nevskiy Prospekt, that it demands full exertion of effort.

I remember my first solo watch. The responsibility lay heavily on my shoulders. And although I knew that Engineer-Captain Lieutenant A. Mudretsov would come to my aid at any time, I was concerned, and I anxiously waited for something unforeseen to happen. My work recalled that of a physician rendering first aid. I was on call: Assume for example that a level indicator breaks down, and that the readings of an instrument stray beyond normal parameters. It is at this time that I am called to work. Now, engineer, search for what's wrong, and think.

And so it happened--I was called. "The low-level light does not turn off," Warrant Officer Yu. Smirnov said shortly, and I immediately switched myself into the right train of thought: This meant that the pump removing water from the tank had not stopped. Arming myself with tools, I hastened to the trouble spot. The seamen met me with uncertain glances--will the lieutenant be able to handle it, will he find what's wrong? I checked the electric circuitry out thoroughly--everything was normal. So what was wrong? I guess I was taking too much time, because Engineer-Captain Lieutenant A. Mudretsov's voice came on the submarine's intercom: "Why no report?" What could I possibly answer if the low-level light was still reluctant to go out? One of the officers advised: "Take a look at the level indicator, maybe it's clogged...." I sensed that the seamen were smiling on hearing this advice, picturing the water spraying into my face after unscrewing the level indicator. I was in no hurry to remove it. I asked the warrant officer how long the pump had been working, I tossed a few figures around in my head, and then I decided that there was no water in the tank. Only after this did I unscrew the level indicator, which, it turned out, was in fact clogged shut. I did not have to take a bath....

Yes, everything is important when learning the equipment. Competency is measured in all things, both large and small.

I remember how soon after we, the lieutenants, were certified for independent performance of our responsibilities, the following incident occurred. Inspecting the watch, Engineer-Captain Lieutenant V. Limonin noticed that Seaman A. Bosiy had turned some automatic equipment on without need. When asked why, the seaman replied that he had no time to answer the inspector's questions at the moment, that he was extremely busy. The duty engineer-mechanic made some remarks to the seaman concerning his attitude, but even so, the latter resorted many times subsequently to that same "maneuver" so as to not have to answer questions concerning his knowledge of the instructions. The active Komsomol members felt this to be an intentional violation of order, and they invited him to a meeting of the Komsomol bureau. There,

Bosiy remained aloof, trying to prove that the inspectors were wrong. And when I began to persuade the seaman that the reverse was true, he suddenly declared:

"And you, Comrade Lieutenant, are you familiar with the system? Would you be able to start it?"

We were talking not at the battle station but in a bureau meeting. The situation required a unique approach.

"Yes," I said as calmly as I could. "If I have to, I will. Right after the meeting we'll go to the compartment, and I'll show you."

"Excuse me, Comrade Lieutenant," the seaman replied in embarrassment. "I flew off the handle. I was wrong."

This was, to me, a minor victory, one of those which, when taken together with others, provides the grounds for asserting that the first test of the ocean had been passed. And if the commander were to name me among other seaman who had distinguished themselves in the cruise, it would mean that I was on the right track. And I have no right to deviate from this track.

Classroom Tactical Training Described

Moscow KRASNAYA ZVEZDA in Russian 13 Jul 79 p 1

[Text] Capt 3d Rank A. Vologdin--"We will be attacking a formation of ships."

The commander testily surveyed the ship battle crew formed up before him.

"Here is the tactical background...."

The seamen went to their places. The classroom training had begun. The first data on the range of target detection in the given hydrological conditions began to pour in. Captain Lieutenant A. Stebenev, the commander's senior assistant, did well. Now it was time for O. Tychina, the chief of the sonar squad, to carry the ball. The warrant officer reported target detection quickly and accurately to the central control post. "I think he's doing a little better now than he did before," the commander noted to himself.

In that night the alarm sounded unexpectedly aboard the submarine, but the seamen, shaking off their sleep, worked boldly and energetically at their battle stations. The submarine was heading straight toward the "enemy." The crew knew that the object of attack was a detachment of warships. The main targets--powerful high-speed ships--had to be found and destroyed.

The search began. The sonar operators reported discovery of the group target to the main command post. The commander decided to covertly penetrate the line of security by capitalizing of the area's hydrological conditions.

His senior assistant, the navigator, determined the specific parameters of the target's motion. And, finally, a volley--the finale of the entire crew's hard work. On returning to home port the submariners learned that they had completed their mission successfully. Nevertheless, one thought would not let the commander rest: The sonar operator took a little too much time to classify the target. Moreover the helmsmen had not worked perfectly either.

Training sessions alternated with exercises. Competition in relation to particular tasks and standards helped the seamen to fight for each second and to improve their practical habits. Enthusiastic soldiers, the bearers of advanced combat training skills, appeared in every fighting unit. Helmsman-signalman Petty Officer 2d Class S. Zhaboyedov and electrician Petty Officer 2d Class P. Maslakov had been given honorable mention by the commander for their selfless labor many times.

And now it was time for classroom training before going out to sea. Though the men were only using a trainer, no allowances were made for the fact that the situation was not real. The stop watch ticked on quickly, and the seamen worked resourcefully. In no time at all they determined the composition of the detachment and the target motion parameters. They selected the main target, and the "submarine" assumed a position convenient for firing. The torpedo's parameters were set as required. The participants of the training were captured by the spirit of combat. It appeared to them that they were in fact surrounded by the limitless expanses of the sea, and that a real experienced enemy was steaming toward the submarine. The last command rang out.

The training came to an end. The commander was generally pleased--the soldiers handled the mission well. But he also saw that the reserves for improving proficiency were far from exhausted. The helmsman was again a little tardy in reporting changes in the ship's course. He had almost no complaints against the sonar squad chief, Warrant Officer O. Tychina. However, the latter did for some reason neglect to report the change in intensity of the noises. This meant a loss of several seconds. Navigator Captain-Lieutenant A. Pustov was late in noticing a change in the target's course.

At first glance all of these criticisms do not appear so important. But in order to learn to win, we must work at maximum effort in every training battle, and we must make the training situation as similar as possible to that of a real cruise. The second gained today in the classroom is a step toward victory at sea tomorrow.

Combat Planning Importance Stressed

Moscow KRSNAYA ZVEZDA in Russian 15 Jul 79 p 2

[Text] Rear Adm M. Iskanderov, First Deputy Chief of Staff, Red Banner Northern Fleet--The formation commander was ordered to prepare the

detachment of ships for sea. The ships were to perform missions of greater complexity than previously planned. Therefore it seemed that the flagship's report of its readiness was too quick to arrive. Efficiency is always valued, but quality must not suffer as a result. The fleet commander ordered the fleet staff to check the submarine's readiness. It turned out that it had not been prepared with sufficient care.

There is no need to enumerate the shortcomings that were revealed. They were not serious in nature--the experienced formation commander had not forgotten anything important. And yet it seemed that much of the preparations had been made without a clear plan, intuitively. The formation staff did not maintain all-encompassing control over the preparations being made aboard the ships either, also feeling that only the important matters had to be considered. But today, for ships setting out to sea, there can be no preparations that are unimportant. And the formation commander and staff must maintain perfect control over the preparations of the ships, basing their work on a meticulously worked out plan of all forthcoming operations.

Modern combat at sea, for which the fleet must prepare itself thoroughly and persistently, is characterized as a rule by a short time of action and an acute shortage of time to prepare the forces for action. This imposes higher requirements for efficient control over the forces, and it places higher demands on the activities of commanders and staffs; the latter must now structure their work on the basis of certain principles worked out by the science of control.

Planning is an important stage of this work.

An atomic submarine on a long cruise under the command of Captain 1st Rank V. Naumov had a number of complex missions. As happens in real life, the conditions under which these missions had to be completed were usually much different from those expected. Sometimes the boat found itself in complex situations requiring quick, decisive actions on the part of the commander, and complete and deep mutual understanding between him and his subordinates. The success that invariably accompanies the submarine attested not only to the high occupational training of the submariners but also to faultlessly organized control aboard the submarine. Yes, unexpected situations did arise in the particular phase of the cruise discussed here, but on the whole the crew was ready for them, work in such conditions was planned, and as a control system, the ship was, figuratively speaking, preprogrammed by the commander for all possible contingencies at sea.

It cannot be said that planning had never been the main function of control before. Good planning had always been typical of successful combat. But while in former times this plan was drawn up, stored, and corrected in the commander's head, today, considering the tremendous quantity of ways in which men and equipment could be used, the complexity of their use, and the wealth of all of the possible factors influencing the course and outcome of combat, planning is becoming a creative, multifaceted, technically complex

form of activity, one demanding a broad range of diverse special and scientific knowledge, and the use of modern computers.

Every plan is in a sense a prototype, a model of forthcoming action. It must be thoroughly grounded by operational-tactical computations, and it must be aimed at attaining the end result of the actions of forces. The plan spells out the means for executing a posed mission, the sequence of actions to be taken by the forces, the way control is organized, and the line and nature of behavior of the commander and staff during control of the forces--that is, the entire logical chain of managerial work. This is why--quoting the definition given to it by the science of control--the plan is the central element of control.

A duel in combat is a duel of plans. During the Great Patriotic War Soviet seamen attained brilliant victories over superior enemy forces many times due to a meticulously conceived, creatively written plan of combat operations. Especially noteworthy in this regard was the "hanging screen" method used by submariners of the Northern Fleet. This method required interaction of submarines with a reconnaissance aircraft or with a coastal radio center. The method required meticulous planning and efficient combat control, and yet the very first operation undertaken by the submariners in interaction with reconnaissance aviation against the enemy's marine lines of communication demonstrated its promise. The submarine M-201 commanded by Captain-Lieutenant N. Balin and the submarine S-15 commanded by Captain-Lieutenant G. Vasil'yev each sunk an enemy ship.

Today, in the course of combat training, especially in two-sided exercises, we also often find that what seems to be the weaker side wins. An analysis of such a training battle would usually reveal that the loser was insufficiently prepared, and that control over his forces was imperfect. This is the result we usually encounter with commanders who relate formally to planning, who do not understand the deeply creative essence of a plan. Today, every staff is in a position to prepare a competent, technically faultless plan, and to make recommendations for particular decisions. On relieving the commander of technical concerns, however, the staff cannot perform his creative functions--it cannot replace the commander and his knowledge, his boldness of thinking, his intuition, and his powers of prediction.

Unfortunately we still encounter commanders who limit their contribution to the planning of subsequent actions or to the combat decisions to simply giving orders to subordinates: "Prepare a plan of action." Or: "Prepare my decision." Naturally when the commander plays such a passive role the plan is nothing more than a formal document, rather than an original commander's design.

Today, a commander's attitude toward planning is a good indicator of his occupational maturity, of his comprehension of the complexity of control in modern combat. The ability to be efficient, calculated, and economical in

one's labor, to make full use of the staff's potential, and the desire to make extensive use of scientific fundamentals in decision making are as important today to a commander as are his personal command qualities.

A commander's adherence to progressive forms of management and control of forces has a most positive effect on the staff. When the commander provides concrete, promising directions for improving the work of the staff, the staff officers receive his efforts as a stimulus for their own activity, and they try to execute their responsibilities with initiative. An operator always finds it highly engrossing to work on interesting plans marked by elements of tactical boldness and novelty. The impulse of creativity injected into the plan by the commander always encourages the creativity of his subordinates.

The collective in which Captain 2d Rank A. Kolesnikov serves is said to be a firm, united, creatively charged staff in the fleet. The combat training plans are always marked by novelty, and at the same time by clarity and efficiency, thus making it possible to organize control of the forces with the greatest effectiveness. Many officers of the staff, to include Captain 2d Rank A. Kolesnikov, have proven themselves at their very best in both the preparations for combat and in the course of combat training activities involving control of forces. They do not simply perform specific functions: They also try to work with maximum payoff, capitalizing to the fullest on the potentials of their personal participation in the ship's missions. Without a doubt the commander's work style manifests itself in all of this. In the course of planning, and when organizing control, the commander is able to combine calculation with creative initiative, and he demands the same from his subordinates.

It is important to remember when organizing control of forces that beginning with the planning stage, each person must do his own job, having the necessary rights for doing so and carrying the full responsibility within the limits of his job. This important rule is at the same time a fundamental principle of the science and practice of control.

Even today, in peacetime, it is difficult to imagine a commander and staff that would have the possibility for systematically, successively dealing first with the planning of the actions and then their organization, regulation, and surveillance. Usually all of these control functions must be carried out simultaneously, since several particular tasks, each of which is an inherent part of a single overall task, must always be completed in parallel or in series. For example the task of annihilating "enemy" forces would require solution of problems such as preparing the ship for sea and combat, sailing to the prescribed area, engaging in naval combat, and returning to home port. When large numbers of tasks are involved, the role of scientific control and, consequently, scientific planning acquires special significance. The sea, as practice persuasively shows us, strictly punishes those who try to act without a specific plan, by ear, counting only on chance.

Submarine Crew Training

Moscow KRASNAYA ZVEZDA in Russian 20 Jul 79 p 1

[Text] Sr Lt V. Gromak, Red Banner Northern Fleet--The submarine's mechanisms had not even managed to cool down from the last cruise before it was once again put out to sea. The numerous simulated missile launches performed during the long cruise earned high grades. But this time the mission was more complex: The submarine had to demonstrate by its actions that the outstanding grades it had been receiving for the simulated launches in a lengthy cruise were the natural result of high special training of the submariners.

Much was done during independent cruising to improve the theoretical knowledge and practical habits of the personnel. The officers broadened their tactical outlook in short tactical exercises. The boat's combat crew honed its skills.

The commander devoted special attention to the training of young officers. Senior Lieutenant V. Vaniyan, commander of the electronic navigation group, prepared well for certification for independent duty, and he passed his test. Group commander Lieutenant G. Perminov was serving a watch as watch officer on his own by the end of the cruise.

Well organized control made it possible to achieve maximum effectiveness in combat training during the cruise. As an example it was revealed in an inspection that Lieutenant A. Stepanov, commander of a compartment emergency repair crew, regularly made mistakes in his conduct of damage control drills and exercises: Placing his emphasis on theory, he devoted little attention to practice. The commander of the department did everything possible to permit Lieutenant Stepanov to correct his shortcomings as quickly as possible.

A benevolent but exacting discussion was held with Communist A. Stepanov in a meeting of the party bureau. The comrades advised him to display greater personal initiative, and to actively learn from the experience of his seniors and of the competition leaders.

All of the submariners adopted stiff pledges for the cruise. Senior Lieutenant V. Bondar' promised to pass, in less than the allocated time, tests for independent control of the department. The officer worked toward his goal persistently, he trained hard during the cruise, and he watched what the department commander did during training exercises. And the commander, in turn, spared neither effort nor time, generously sharing his experience with him. When in a complex situation during a boat exercise the boat commander knocked the department "out of action," Senior Lieutenant Bondar' made competent decisions.

All departments fought aggressively to fulfill their pledges. The different compartments published battle leaflets describing the experience of the

competition leaders--communists Senior Lieutenant V. Vaniyan, Warrant Officer V. Podustov, CPSU candidate Chief Petty Officer A. Antipov, and other soldiers.

Forcing the "enemy's" antisubmarine defense line, the missile submarine reached its launching point at precisely the appointed time. It was now the turn of the missilemen to demonstrate their proficiency. Captain-Lieutenant V. Lunyakin, the commander of the fire control department, was anxious: This was his first real missile launch. But the boat commander did not doubt the missilemen. The officer and his subordinates were ready for all complex contingencies--a missile attack in the face of strong "enemy" counteractions, a missile attack in conjunction with a torpedo launch. The missilemen also knew what to do when technical problems arise during preparations for launch--the boat combat crew underwent training exercises concerned with this eventuality. Yes, the personnel of the fire control department were ready for all surprises.

The tactical background was itself complex. However, this did not influence the results of the missile launch. The missile rushed toward its target. After a little while the missile-carrying submarine received a radio message. It confirmed the successfulness of the missile launch. The boat commander congratulated the crew on their victory.

Long-Cruise Training Methods Discussed

Moscow KRASNAYA ZVEZDA in Russian 26 Jul 79 p 1

[Text] Honorably representing our motherland and demonstrating its power, the Soviet Navy is bearing its watch today across the distant oceans, in the complex conditions of long cruises. Long cruises have become a school of courage, alertness, and combat perfection for our naval seamen. Implementing the plan of the cruise and fulfilling their socialist pledges, the seamen improve their occupational proficiency, develop psychological stability, upgrade their class ratings, improve their tactical skills, and achieve full interchangeability at the battle stations. Many officers aboard surface ships and submarines are assimilating responsibilities carried by their immediate superiors. The ocean, which tests the crew strictly and disinterestedly, imposes special demands on the ship commander.

The atomic submarine "60 Let Velikogo Oktyabrya", which is commanded by Captain 1st Rank V. Naumov and which was the initiator of the social competition in the navy, underwent its most recent oceanic cruise in difficult conditions. The crew acted competently, and in a coordinated manner. The seamen conscientiously serviced the weapons and equipment, and they bore their watches alertly. The plan of the cruise and the socialist pledges were fully completed. Relying on the party and Komsomol organizations, the craft commander competently organized combat training in such a way that every nautical mile produced a maximum impact. The crew returned to home port enriched by new experience, and ready for the most complex assignments.

In order that every cruise would become a real school of combat proficiency, preparations made at home port for the cruise must be meticulously organized. Ship commanders are obligated to actively utilize port time to train subordinates in the naval base's classrooms, and to improve their skills of equipment repair. The order of actions to be taken in different situations must be practiced in trainers, such that an unexpected failure of the equipment or utilization of various sorts of interference by the simulated enemy in a training battle would not catch the seamen unawares. The lessons of previous cruises and the experience of those ships that had returned to home port after successfully passing their oceanic examination must be considered in this regard.

Unfortunately some commanders hold to the opinion that whatever they did not have enough time to do while at port, they could always finish off during the cruise. Out there, far away from native shores, they say, the cruising situation would itself favor this. Such an approach is impermissible. The ocean is not the place to acquire elementary knowledge and primary habits. The cruise is the time for improving and deepening knowledge and habits, a time for transforming them into combat proficiency. The example of department commander Senior Lieutenant N. Zayashnikov attests to what understatement of training at home port could lead to. The ship commander had not demanded that he adequately study the area of the forthcoming cruise, the layout of the ship, and the appropriate instructions and orders while still at home port. As a result the senior lieutenant was unable to perform his responsibilities as a watch officer.

Long ocean cruises impose high requirements on the ship commander's military-theoretical, tactical, and legal training, and on his ability to make the right decisions in all situations and see that they are implemented in time. As is written in the Navy Regulations, the commander must control his ship boldly, energetically, and resolutely. He is obligated to insure sailing safety, manage the combat and political training of the personnel, and maintain the ship ready for combat activity. Good admirals constantly devote the most persistent attention to ship commander training at home port and at sea, to nurturing their independence, resoluteness, and their habits of quickly analyzing incoming information.

High combat readiness must be maintained in all stages of a long cruise. There are unique features to maintaining such readiness aboard a ship far from the motherland for long periods of time. Experience shows that this task is completed most successfully wherever order is observed firmly, wherever ship service is organized efficiently, and wherever the work-training-rest schedule is thought out well with a consideration for the concrete sailing conditions, the load experienced by the crew, and the requirements of military psychology.

No matter what the nature of a long cruise, the seamen are always faced with the need for performing an unexpected mission at any time, as is the case in real battle. It is with a consideration for this that the crew must study

at sea. Unexpected inputs transmitted to a ship by the admiral or by a higher staff officer on board that ship are useful. Ships sailing together have favorable possibilities for making the cruising conditions similar to those of real combat. Experienced detachment commanders always try to make maximum use of these possibilities in the interests of greater ship combat readiness.

Efficiently organized ideological and political indoctrination is a most important means for upgrading the quality of combat training. Its main purpose, as stated by the CPSU Central Committee decree "On Further Improvement of Ideological and Political Indoctrination," is to develop selfless devotion to the party and to communist ideals, and love for the socialist fatherland in the Soviet soldiers. Far from their motherland, commanders, political workers, and party and Komsomol organizations are called upon to organize this work with special thoughtfulness and purposefulness, with a consideration for the actual missions; this work must go on at the level at which the rudiments of success take shape--in the subunits, the ships, the group, and the battle stations, such that every seaman would come to deeply understand his duty in insuring the peaceful labor of the Soviet people and protecting peace and socialism. Nurturing ideological conviction, patriotism, a sense of comradeship, and personal responsibility for performance of military duty and for the ship's combat readiness in the seamen, it is important to make competent use of the heroic traditions of the Communist Party, the Soviet people, and our glorious armed forces.

The courses taken by our ships in all weather, good and bad, are leading to the summit of combat proficiency. We must constantly generalize the experience accumulated in the cruises, and we must uproot all shortcomings, so that all cruises by Soviet ships would be maximally effective, and so that every cruise would result in greater combat readiness.

Quality of Living Conditions Discussed

MOSCOW KRASNAYA ZVEZDA in Russian 26 Jul 79 p 2

[Text] Rear Adm P. Belous, Twice-Awarded Red Banner Baltic Fleet Deputy Commander for Rear Services, Chief of Fleet Rear Services--The warships are returning to their home harbors from long cruises, from the vast expanses of the ocean. Among those meeting them on shore, you will necessarily see officers of the rear services. They listen with professional interest to the reports of the commanders. Was everything needed for the normal service, life, and rest of the personnel available on board? How well did ship specialists responsible for the diet, appearance, and health of the people work? How reliably did the equipment of the galleys and bakeries, the stores, the showers, and the barber shops operate?

These questions are extremely significant to successful actions of crews on the high seas, and to maintaining the combat spirit and efficiency of the people. Much has been done in the navy to see that naval seamen far from

home port would be furnished with everything dictated by the supply norms, and that they would not suffer any inconveniences of life at sea which could be avoided through the persistent work of commanders and specialists of the rear services.

Take as an example the time when the battleship Tuman went out to sea. The commander and his deputy thought out and foresaw everything, even the "little things." When necessary they sought the counsel of rear services liaison officers. As an example Major S. Chistyakov, who had sailed aboard ships of this class for many years himself, helped the command to select the best way to load the stores and correctly locate them aboard. A certain amount of inventiveness had to be displayed in order to supply the crew with a maximum quantity of fresh meat, potatoes, and vegetables. Officers of other rear services as well as workers of the military store headed by A. Tisetskiy related just as responsibly to preparing the ship for the cruise.

Preparing a ship for a long cruise means completing an entire complex of tasks. One of the most important is to provide wholesome nutrition for the crew. Good food services specialists do not limit themselves to just delivering the required food products aboard; they also suggest, to the ship specialists, the best ways to store the food and the sequence in which it should be used. They also hold demonstrations for cooks and bakers on how to cook the food and to bake the bread. All of the equipment of the galleys and bakeries must be subjected to meticulous inspection, and all necessary spare parts and repair tools must be available. Supplementary baking ovens must be installed aboard ships not possessing organic bakeries.

As a rule the naval food service handles all of these problems well. However, mistakes are made as well, ones which should be subjected to a principled party investigation. As an example due to carelessness of food service officers some food products intended for ships at sea were once packed and placed in the holds of the auxiliary vessels incorrectly. As a result the cargo's table qualities deteriorated, and some of the food even had to be written off. In another case a kneading machine broke down on a certain ship at sea. There were no spare parts aboard. It was a good thing that this happened as the ship was returning to home port; after all, the people may have been left without fresh bread for a long period of time. And the blame here, I think, should be placed not only on the rear services specialists but also on the ship commander, who neglected this important part of the work of preparing the ship for a long cruise.

Need I say more: The commander has many other concerns as well. However, he has no right to drop concern for the people, their life, and their morale to a secondary level. In any case before setting out to sea the commander is obligated to know precisely what there is aboard and what condition it is in; he must know whether or not his subordinates are able to use the numerous cooking instruments and machine units, and repair them if necessary. After he sets out to sea, the commander has no one to "pass the buck" to--the well-being of the crew would depend entirely on himself.

Indicative in this regard is the example of the commander of the destroyer Speshnyy. He personally checked the quality of food preparation and baking during the cruise. A competition for the best cooking shift was organized at his instructions. The winners of the competition, Petty Officer 2d Class N. Nerovnyy and Senior Seaman N. Ibadov, were mentioned several times in the ship orders. The condition of the cabins and mess decks was regularly checked aboard ship, and the schedule for dispensing water to wash basins, showers, and the laundry was adhered to strictly. Problems concerning the personal needs of the personnel at sea were discussed at a party meeting, and Lieutenant Yu. Seleznev, the ship's deputy commander for supply, gave a briefing at a meeting of the party bureau.

Unfortunately not all admirals and ship commanders devote such attention to the day-to-day needs of the subordinates. The interest of the service suffer from this in the end. I think that some comrades must decisively change the style of work in which all concerns having to do with the personal needs of the seamen at sea are delegated exclusively to the appropriate specialists. On the other hand we must publicize the experience of the best commanders more broadly and we must always see that ship officers would supplement their knowledge of the problems of rear support to a cruise.

A cruise in which a ship crosses both northern and southern latitudes imposes stiff requirements on the organization of clothing supply for the personnel. This area provides a broad avenue for the work of both commanders and rear services specialists; and there are many things which the party organizations must think about. It is good when such problems are handled by a competent officer, such as O. Shiverdin. He makes sure that the uniforms designated for the crew members would always correspond to the climatic conditions of the sailing area and the specific features of their work; the uniforms he provides are in a condition permitting the personnel to go ashore at a foreign port with honor, and to receive official guests aboard the ship. Such foresight could be desired in all, especially the young specialists of the rear.

Naval medical specialists must solve many problems before every trip of a ship out to sea. We must always be sure that the health of all going on a long cruise is in order, and that all health problems would be remedied out on the open sea.

This is why the personnel must undergo such meticulous medical examination before going on a cruise. Ships are outfitted with modern medical equipment and apparatus making it possible to diagnose and treat practically any disease. Ship surgeons have high professional qualifications, and prior to each cruise they spend some time working at hospitals. It is precisely in view of his good training that Lieutenant Medical Service V. Lakhmytkin, the chief of the medical services of one of the ships, has already been credited with six abdominal operations performed successfully on the high seas. He has had to record electrocardiograms and take X-rays many times while cruising at sea.

At the same time medical support to long ocean cruises does require further improvement. It is especially important to turn the attention of commanders and political workers to their participation in organization of various public health measures aboard the ship, and at nurturing the habits of occupational hygiene in their subordinates.

Naturally, an individual's mood during a long cruise depends on how he had spent his time off at shore, and how well his family was being cared for. It is the fleet's inviolable rule that seagoing personnel are provided housing on first priority. The submarine officers' residence hall managed by V. Yeliseyeva enjoys a good reputation. Many officers and warrant officers spend their time off with their families at the fleet's tourist base, "Yantarnyy Bereg." Personal services days and fairs organized by military stores in connection with the return of ships from long cruises are becoming a tradition.

A number of units are operating seamen's tea rooms successfully. We view them not only as additional public food services points but also as places where the seamen could take a good rest. Kitchen and galley services providing meat, milk, and fresh vegetables to the seamen's mess are acquiring increasingly greater significance to the diet of the personnel.

And yet we still experience shortcomings in personal services to seamen. Some residences and barracks do not satisfy modern requirements. Ways to outfit the ships better are still being sought. And not every officer and warrant officer is yet able to take off on vacation with his family.

It is true that the success of a cruise begins ashore. These words have literal significance in relation to life at sea. It is very important for commanders, political organs, and rear services specialists to work on these tasks with full energy, and to understand well that the successes of the seamen during their ocean watch depend on them.

Minesweeper Crew Training

Moscow KRANSAYA ZVEZDA in Russian 27 Jul 79 p 2

[Text] Lt A. Veledeyev, Red Banner Northern Fleet--Senior Lieutenant P. Kokhovich, the deputy commander of the minesweeper, looked at his stopwatch. It was drizzling, the water foamed beyond the stern, and the sweeping crew was preparing a contact trawl net for action on the poop. The work had reached its peak, but it was already clear to the officer that the seamen would meet the standard. The senior lieutenant began to observe the actions of Seaman V. Shcheglinskiy with special attentiveness. He was satisfied with the efficiency and confidence shown by a seaman whose specialty does not ordinarily bring him in contact with trawl nets.

But the day's minesweeping operation was not all that ordinary. According to a scenario input from a staff officer, the sweeping crew had suffered

"losses." The principal specialists--petty officers V. Sergeyev, V. Shapolas, and others--were "knocked out of action." Therefore the main burden fell upon shoulders of persons replacing, by order of the minesweeper commander Captain-Lieutenant V. Yefimov, those who had been "knocked out of action." Motor mechanics, radio operators, and gunners, Shcheglinskiy among them, were working as minesweeping specialists.

After a while the trawl net was deployed. The staff officer came up to the deputy commander to check the time. He looked at the notebook and, without concealing his amazement, declared:

"I know that your interchangeability is satisfactory, but I must confess I never expected this: The standard has been met, and the quality of the work was high."

And in fact, the most persistent attention is devoted to interchangeability problems aboard ship. The seamen adopted assimilation of associated and secondary specialties as pledges in the socialist competition. Without real achievements in this area, not a single subunit could count on taking a leading place in the competition. Every crewmember was regularly graded in his specialty and in his associated specialty.

The ship commander channeled this movement at assimilating the principal specialties. Special attention was devoted to exchanging experience in quality maintenance of equipment and weapons. It was with this purpose in mind that joint training sessions and drills were conducted regularly aboard ship. For example whenever minesweeping specialists drilled, seamen who had pledged to assimilate a second or associated specialty were invited to the drills. And those who promised to prepare a replacement for themselves demonstrated the best ways to check the mechanisms and operate them. That is, experience was transmitted directly from hand to hand.

One item of the socialist pledges, calling for participation of replacement personnel in training missions, is ordinarily adopted by the subunits for each cruise and it has assumed a firm place in their work. Without a doubt this approach to the work requires deeper thought to the planning of combat training. But even here the payoff is quite tangible: The stability of the crew in combat increases, its coordination rises, and the spirit of rivalry grows stronger.

It is indicative that almost all ship officers mastered the responsibilities of their immediate superiors during the training and the competition, and that warrant officers were capable of successfully replacing their subunit commanders in the course of combat training.

The minesweeping operation went on for several hours. Suddenly two black balls--training mines--could be seen dancing on the foamy crests of the waves. The ship commander decided to destroy them with artillery fire.

Now gunner V. Shcheglinskiy had to engage in action in his own specialty. And an expert he was. The mines were hit with the first rounds. Almost every member of the crew is able to demonstrate his skills in different specialties. It is no wonder that this is the 3d year that the minesweeper has been rated as an outstanding unit, and that it has won the best minesweeper crew prize for several years in succession.

On the Large Guided Missile Ship "Smelyy"

Moscow KRSNAYA ZVEZDA in Russian 28 Jul 79 p 2

[Text] Sr Lt A. Tkachev--The large missile ship "Smelyy" participated in a visit to a foreign port. A winding channel led through the shallow water to the port, and there was little room to spare between the moles. At the time the "Smelyy" was approaching a floating crane was resting against one of the moles. It had been dropped by a vessel blown from the channel by a strong wind. The port's tugs were busy extricating the vessel, and so the missile ship could not count on help from them. Under such circumstances any commander would be in the right to wait until the situation would rectify itself somewhat.

But this is what the "Smelyy" did.

It followed the channel at medium speed into the harbor, turned the rudder in the other direction, came to a standstill and, working its engines at "full reverse" (!), it situated itself with its stern to the wall, inundating the latter with water jets created by the propellers. After such a mooring operation the "Smelyy" became the hero of the press and the favorite of the city.

However, had the commander not yielded to recklessness when he should have manifested patience? In order to understand Captain 3d Rank Dobrovol'skiy, we would have to recall that on the high seas, in territorial waters, and at ports of foreign states, the regulations make it clear that the commander of a Soviet warship must guide his actions by the merit and interests of his motherland.

The owner of the flag--that is what the commander of the "Smelyy" was protecting when he took the risk.

"Smelyy"!

To command a ship with such a name on its side is a hard lot, but it is enticing. After all, ships are named with the greatest meaningfulness and discrimination: Whatever is written on the side is what the ship is. And if "Bold" is what you see, would you not be justified in living up to this name?

Life shows that such "preordaining" names may sometimes be inappropriate.

Captain 3d Rank Dobrovol'skiy assumed command of the "Smelyy" in circumstances that were not altogether routine: It was on the eve of the ship's initiation of a long cruise. Prior to this time he had commanded a large missile ship of the same class, and still earlier he had served as senior deputy commander and commander of the navigator's department aboard the "Smelyy". He knew the ship well, or so he thought. On returning to it, recognition was out of the question. The ship which he had known as senior deputy no longer existed. Things were not going well aboard it, and one could not foresee a turn for the better. The jokes ran rampant: "The 'Smelyy' is gunshy," "The 'Smelyy' can't cut it." Dobrovol'skiy was told in parting: "If you manage to earn a score of three the first time out, you won't be doing too badly."

The "Smelyy" returned from the cruise with a score of four, and the commander was despondent. He felt that the ship had earned an outstanding grade, and he did not conceal his opinion. It was not until 2 years later that Captain 3d Rank Dobrovol'skiy received, in my presence, a radio message from the staff of the Mediterranean squadron announcing that the "Smelyy" had earned an outstanding score in its present cruise. The commander read the radio message over the ship's broadcasting system. To this, he added his own remarks:

"I feel, comrades, that this is an advance payment for us."

Let us keep this remark in mind as we return to the mooring incident. It brought more than a laurel wreath to Valeriy Stanislavovich. There were also cautious souls who felt his actions to be reckless.

"There was no recklessness," Captain 3d Rank Dobrovol'skiy persisted in defense of his rightfulness. "Had I traveled the channel at low rather than moderate speed, we might have drifted on to the mole as well. In the harbor itself, the 'Smelyy' could situate itself at the wall only at full reverse. Otherwise it might have run into its neighbor, the side of which was only 15 meters away."

One of the staff officers who had no sympathy for Dobrovol'skiy prophesied that one day he would put the engines in reverse a second too late, and suffer the fate of that captain who always sat down to smoke his pipe before issuing his orders.

I cannot begin to speculate on whether or not this would be the course Dobrovol'skiy's fate would take, but I would have to say that his boldness is far from imprudent. His boldness rests on his trust in the crew. This must be said quite categorically. A commander might be as bold as he wants, but if the crew is not ready to display professionalism in its work, to put out its all, wishes and possibilities may sometimes not coincide.

The departments and services of the "Smelyy" are under the charge of proficient soldiers. Few recall today that these officers served

aboard the ship before Dobrovol'skiy arrived--they were not thought of as enviable specialists then. Worse still, they were forever the subjects of reproaches, as was the case with, for example, the commander of the electrical and engineering department (BCh-5), Engineer-Captain 3d Rank V. Sitnikov. Whenever the need for talking about deficiencies in an electrical and engineering department arose, it was always the "Smelyy" that was brought up as the example. It suffered its equipment problems, it used too much fuel, and the work of the engineers was not the best.

Recently, however, the staff of the Mediterranean squadron checked the "Smelyy's" fuel and lubricant consumption--the total savings during the cruise was many thousands of rubles. The "Smelyy" had also participated in cruises during which it did not have a single down day over a period of many weeks--the engines never broke down. Thus we arrive at a problem in logic--though the equipment is working nonstop, it is working better than before. What is the explanation?

Dobrovol'skiy's boldness as a navigator is not the least of the explanations. In an attempt to insure himself against all contingencies, his predecessor kept all of the engines working. He derided the engineer-mechanic's reports that the engine life was being expended wastefully and that preventive maintenance was being postponed due to the busyness of the people and the equipment.

Dobrovol'skiy had a different approach. Whenever high speed or a reserve of reliability are not needed, he sails the ship under one engine. This is a farsighted risk. When the "Smelyy" steams along on a single engine, the ship is able to concentrate all of its attention on it. The payoff consists of, in addition to a savings of fuel and engine life, the fact that the mechanics are able to service and repair the equipment as necessary.

The transformations did not occur instantaneously in the BCh-5. And a purely mathematical solution to a problem (keeping just one engine working) is not by itself an inspiration to the people. The reason, as I see it, that the "Smelyy" has climbed so high is that the commander is capable of solving more than just naval and technical problems.

Captain-Lieutenant V. Sukhomlin has long been commander of the fire control department (BCh-2) aboard the "Smelyy," and his record has been almost prefect. I say "almost" because once one of the missiles left the guide of the launcher, and the other did not.

The attack failed.... The question of promoting Sukhomlin to the post of senior deputy commander was reexamined right away--this promotion, which Dobrovol'skiy himself insisted upon, never came about.

What happened?

The bow antiaircraft complex was ready to fire. But at the last moment a senior staff officer located by the console of the battery commander either

gave an order to the battery commander or made a remark which the latter took to be an order to fire the missiles one at a time. The battery commander pushed the appropriate buttons on his console--he did not have enough time to report the change to the BCh-2 commander--and he launched the missile. He sat waiting for the command to fire the second missile, but it never came. This was because Captain-Lieutenant Sukhomlin was himself waiting for a volley of two missiles to finish. Then he had to spend a few more seconds visually checking out the firing circuit on the display panel. Everything was in order, but this took time.

To Dobrovol'skiy, this failure was both a shock and a lesson. Friendship goes only so far in the service. But the commander of the BCh-2 was treasured by the ship commander in a special way. He knew of no person better endowed to be a senior deputy commander than Sukhomlin.

But the promotion never came about.

It would have been simplest of all--and the least productive--to yield to the feelings of grief and insult. As a communist, Dobrovol'skiy felt it wrong to lay the blame for failure on coincidence. Yes, sometimes there are too many people at the command posts and the battle stations during firing exercises. And it sometimes happens that representatives from staffs and other elements play the role of coaches, even though they are all informed of the rules governing the presence of officials at battle stations.

All of this was remembered next time. When the "Smel'nyy" set out for its next firing exercise Captain 3d Rank Dobrovol'skiy gathered together his courage and appealed for help from the senior inspector aboard. After this, everyone not involved in the firing practice had to leave the control center--naturally, not without insult.

Dobrovol'skiy also had a talk with Sukhomlin. The latter suffered terribly for his failure. They discussed how it would be best to raise the reliability of combat control in the BCh-2. But the matter did not end with this. Complex problems cannot be solved in private. The BCh-2 is a large collective containing many communists, including the secretary of the ship's party organization and a delegate to the 25th CPSU Congress, Warrant Officer I. Chornyy. They suffer for the honor of the subunit, which cannot be separated from the honor of the "Smel'nyy", no less than the commander. Their advice, reinforced by their seagoing experience, helped to strengthen the links in the reliability of which the communists doubted. The same approach was taken to solving the problems suffered by the electric and engineering department--how to raise the BCh-5 out of the mire into which it had sunk for a number of reasons in its time.

Nevertheless, Dobrovol'skiy believed, even under these circumstances the mistakes would not have been made had the commander of the BCh-2 reacted better and displayed greater coolness. Dobrovol'skiy would not abandon the

thought of "raising" a senior deputy out of Sukhomlin. This meant, however, that someday the latter might also become a ship commander. What would a commander's confusion in a critical situation mean to the ship?

Dobrovol'skiy thought long and hard, and he decided to make Captain-Lieutenant Sukhomlin serve as watch officer and appear at the main control center of the "Smelyy" much more often than before. Dobrovol'skiy trusted him with many responsibilities. He always stood by him, but even a commander's presence does not relieve the colossal nervous burden carried by an individual controlling a ship on his own! Sukhomlin was able to carry the burden, which was beneficial to his general growth as a commander. In 2 years Dobrovol'skiy led him as far as a line which not all senior deputy commanders cross--certification for independent control of a ship.

As far as specifically the missilemen are concerned, Captain-Lieutenant Sukhomlin was rehabilitated, and then some: The "Smelyy" is the bearer of the navy prize for missile training, which it won in action as an element of a group of ships.

An excellent score for the crew--an advance for the "Smelyy", Dobrovol'skiy remarked. What was he trying to do, burst the bubble of pride? A fear that the men would relax too much before returning to home port? No, something much more complex....

The staff of the Mediterranean squadron rarely awards a score of five. The "Smelyy" had to demonstrate itself to be a "master of all trades" to earn such a rare distinction. Its report card bears a grade of five for a training battle with a detachment of warships with radio technical armament and striking power much greater than that of the "Smelyy". And still, it was able to "destroy" the main target. The ships providing security to the target, meanwhile, were so confused by the "Smelyy's" maneuvers that they ended up launching their missiles at totally the wrong targets. The "Smelyy" completed about a dozen combat training missions of such complexity. And finally it passed the squadron staff's test with honor.

To declare that the high score this time was an "advance" was no less bold than to declare, after receiving a score of four (remember, after the first cruise?), that the merits of the "Smelyy" were underrated. But in both cases Dobrovol'skiy felt that the grounds were there for such declarations--substantial ones from his point of view.

The crew of the "Smelyy" had matured considerably since the first cruise, but this is the way it should have been, Dobrovol'skiy believed. And we could hardly disagree with this. But something here worried him. This "something" had to do with that delicate fabric which is commonly called the morale of the people. It always has its ebbs and flows, its ups and downs. The first cruise on the Mediterranean was marked by a universal upswing in morale, riding on the command's great desire to prove the "Smelyy" worthy of being ranked among the best ships.

Though not right away, this goal was finally attained. The present cruise confirmed the correctness of the "Smelyy's" claims. But his success also gave the ship commander some food for thought. Certain officers had assumed an "absentee" method for managing their subunits. The condition of some of the battle stations had worsened. None of this was having an effect on the general state of affairs yet, but the commander was obliged to look ahead--and it was precisely at this moment, at the crest of his success, that Captain 3d Rank Dobrovol'skiy foresaw a threat that the "Smelyy" would return to its old ways.

A crew is strong when it is inspired by the same desires as the commander. I had the fortune of attending an expanded session of the party bureau, conducted by the secretary of the ship's party organization, Warrant Officer I. Chorny. The communists were merciless toward those who exhibited a tendency to rest on their laurels.

From a formal standpoint, this session was held at the end of the cruise. But in essence this tumultuous meeting was the starting point of preparations for new cruises for the "Smelyy".

On the ASW Cruiser "Kiev"

Moscow VOZDUSHNYY TRANSPORT in Russian 28 Jul 79 p 3

[Text] Yuriy Dmitriyev--The ship intercom came to life: "Comrade Captain 1st Rank permission to take off." Glancing at his watch, Vladimir Pykov, the 40-year-old commander of the cruiser "Kiev" whom I was interviewing at this time, replied shortly in the navy way: "Go ahead!" About a minute later the piercing whine of jet engines forced its way from the flight deck to the main control center, in which we were located.

We hurried to the control tower. A stern-looking light-green aircraft, like a bird with a long beak, unfolded its wings and taxied for its takeoff. It bore an image of the navy flag on its side, next to its identification number. The cockpit canopy was shut tight, and the pilot's concentrated face could be seen through the glass. The jet engine increased its power. The airplane, shuddering slightly and belching a fiery stream onto the deck, separated from the latter and climbed almost straight up into the sky. And then it turned swiftly toward the sea.

Planned training flights were going on. Everything an ordinary, land airfield has was present on the deck, the only difference being that everything was smaller: Small self-powered aircraft tractors scurried about, fueling trucks were working, and the firefighting crew was at ready.

This was an especially critical moment at the control tower. The latter was a room high above the deck, chock full of instruments, radar screens, and electronic systems. Viktor Mironov, an experienced pilot who had flown a great deal over the sea, was the flight controller.

"Zero six, you have permission to land. Wind... Altitude... Approach angle..." the flight controller gave instructions to pilot Nikolay Rudenko, in the air at that time. I had talked with him just about an hour ago in the flight room--a forever-smiling, somewhat shy pilot wearing a protective helmet. His biography can be told in a few phrases: He is 27 years old, and he was born in a steppe workers village near Kiev. He graduated from secondary school, and 4 years ago he finished the Air Force Academy.

After approaching at a high horizontal speed, Rudenko's aircraft hovered at a standstill over the deck and then dropped slowly to the square allocated to it as if supported by shock-absorbent rubber high heels.

The cruiser "Kiev" embodies the latest achievements of domestic science and technology. Yakov Shevnin, the ship commander's senior deputy, told me that he has to walk not less than 10 kilometers in his daily inspections of all of the cruiser's compartments. The ship's radar is capable of probing the air and the surface of the sea far out into the distance, and the on-board electronic systems can instantaneously provide data on approaching objects. The sonar resources reliably maintain their underwater watch. The missile, artillery, and depth charge systems are always at ready, and the ship's antiaircraft resources can repel an attack from the air at any moment. In a word, the ship is armed with technology to the teeth. This is why most of the cruiser's officers have the prefix "engineer" to their ranks.

Engineering knowledge and the ability to use combat equipment are what made it possible for them to complete the mission posed by the command in the recent exercises: To find "enemy" ships quickly and at maximum range. The "Kiev" locked itself unshakably onto a submarine detected deep in the ocean, despite its numerous maneuvers and the radio interference it created. The entire crew, Yakov Shevnin said, worked excellently during this ocean cruise.

At the heat of the attack the "Kiev" launched aircraft toward the "enemy." The pilots had to operate in the face of intense fire from the "defenders." The first to take off at that time was the pair of aircraft led by Major Valdimir Kolesnichenko, one of the pioneers of vertical-takeoff-and-landing deck aviation. I asked him to describe his attack in greater detail.

It was all quite simple to Kolesnichenko. "After taking off," he recalled, "I dove right down to the water level and flew at minimum altitude: I had to evade the 'enemy's' radar. The target came closer with every minute. Of course I could not see it right away, and only my instruments were able to tell me that it was there. Finally a blue blip appeared on my course line on the screen. The target! I assumed my combat course. I issued my command to my follower and rushed towards the 'enemy.' That's all," Vladimir Kolesnichenko concluded.

I left the "Kiev" in the morning, after the flag-raising ceremony. As I walked down the ladder I could hear the breathing of the ship engines and the roar of the elevators raising the aircraft from the hangar. Preparations for further flying were underway. The crew of the antisubmarine cruiser was continuing its work of protecting the state borders of the USSR.

On the Large ASW Ship "Ochakov"

Kiev PRAVDA UKRAINY in Russian 29 Jul 79 p 4

[Text] Maj L. Bleskin, Editorial Board, Red Banner Black Sea Fleet Red Banner Newspaper FLAG RODINY--The ship was on cruise. Its job was to find the "enemy," hiding in the depths of the sea.

Captain-Lieutenant V. Pavlov, commander of the sonar group, turned on his instrument and fed the raw data into it. The beam pattern on the screen became stabilized. Now all he had to do was plot the coordinates of the obtained readings and draw a graph so as to establish, in general terms, the possibility for detecting the "enemy" submarine.

In general terms.... There was a time when sonar operators were satisfied with approximate data for their search, and when the outcome of a duel depended on the proficiency of the operators and the coordination of the ship antisubmarine crew. Experience has shown that such a simplified approach, while reducing the computation time, precluded the possibility for considering the specific conditions of the concrete area in which the search was to be conducted.

From their first miles of the cruise Captain Lieutenant V. Pavlov and Warrant Officer L. Kharaja, the squad chief, immersed themselves into theoretical questions in order to determine the optimum hunting variant. They were both masters with high qualifications. But this time the situation that was evolving was new to the crew of the large antisubmarine ship "Ochakov". The storm that unleashed its fury the day before had not yet abated. Minimum time was afforded for moving to the required area of the sea. The enemy was engaging in active countermeasures. The distribution of temperatures in the water column and presence of extensive shadow zones through which signals passed with difficulty all attested to the fact that the sea's hydrology was on the enemy's side.

Absorbed in drawing up the graph with a consideration for experience accumulated on the Mediterranean Sea, the captain-lieutenant intuitively sensed that the sonar operators had gathered together behind his back. He turned around. He was met by an attentive stare from Petty Officer 1st Class V. Luk'yanov (who is always under control and confidently leads his subordinates). The face of Senior Seaman M. Nezdolii (an excellent specialist-operator who became a communist during this cruise) reflected concentrated thought. Young Seaman S. Volchenkov was trying to peer over the commander's shoulder at the graph with an embarrassed smile (this

was his first cruise, he was diligent, and he was worried about the fact that his time of contact with the "target" was for the moment still lower than the others). Only Warrant Officer L. Kharain was sitting in his former place in the operator's chair, tuning the instruments for the watch--he was to be the first on the watch. One could sense the anticipation of the forthcoming duel, and at the same time the confidence in its successful outcome.

No, the constant training with full and skeleton crews, in the conditions of a "partially damaged" station and at the time of "damage control" at the station, the lessons with the trainer, and lessons conducted in the presence of active enemy countermeasures did not go by without a trace. The greater proficiency of the operators was the reward for this stubborn work and constant creative effort.

The sonar watch was initiated when the ship approached its prescribed quadrant, the latter occupying more than half of the map of the area. The first pulses dropped into the water column irrevocably, as if into a bottomless pit. All that filled the screen were the rhythmically appearing returns caused by interference. The "Ochakov" combed the quadrant tack by tack. A good deal of time had already passed since the word "On" lit up on the light signal panel. And still no target! Anticipation, tension, and concentration. If an operator is insufficiently trained, this anticipation tires him considerably, dulls his attention, and weakens his vision and hearing before the decisive instant in which instantaneous reaction, clarity of thinking, and efficiency in actions and reporting would be required. Even the slightest error by an operator could cost all too dearly at such a time. How is he to maintain his combat activeness longer when maintaining a watch during a cruise?

The solution of this problem was approached in an integrated manner aboard the ship. The intensity of the training sessions was increased successively. All of the requirements of engineering psychology were accounted for when outfitting the operator workplaces. Special attention was devoted to ideological and political indoctrination of the sonar operators. They were infused with a sense of high responsibility for effective utilization of training time, and for completion of all missions posed to the ship. Success was promoted by the spirit of rivalry which embraced the sonar operators. They adopted the pledge of maintaining their title as an outstanding group, and of winning the title of best aboard the ship.

The target finally appeared on the screen as an innocent spot. Had the tone of the echo signal not changed, operator L. Kharain, known throughout the fleet, could hardly have been able to distinguish it from the interference background. But this is where his artfulness lay, in his ability to evaluate the situation in integration, and to "see" the target at the sonar set's maximum range, rather than after the submarine comes close enough to use its weapons effectively.

The first contact with the target was subjected to initial classification. The entire system of interacting elements of the ship antisubmarine crew went

into action. The proficiency of the men of the "Ochakov" had been tested many times in the most complex conditions. Evidence of this can be found in the outstanding grades it has received in its hunting operations, recorded on the graph showing the progress of the socialist competition. The display stand bearing the graph was set up before the cruise. Then, while at sea, many of the pledges reported earlier had to be adjusted several times--the proficiency of the crew was growing.

The sonar set was switched to target tracking mode. Petty Officer 1st Class V. Luk'yanov and Senior Seaman M. Nezdolii manned the precise target reading displays. They were top-class specialists, but even for them it was difficult to follow all of the enemy's maneuvers. He tried to break away, concealing himself behind a screen of interference. The appearance of the return on the screen varied as a brilliant blip, a pale spot of smaller size, and a double image. The pursuit of the submarine was like a game of chess: He who is able to determine the opponent's tactics faster and more accurately several moves ahead emerges the victor. And so it was now!

A fast and accurate analysis of the underwater situation makes it possible to oppose any design of the enemy by decisive countermeasures of ship's crew. The ship was switched to attack configuration quickly as well. The underwater weapons specialists made the last-minute preparations for the difficult duel.

The bright Mediterranean sun is blinding after the twilight of the sonar compartment. Shading their eyes with the palms of their hands, electricians coming on deck peered into the distance, where a submarine was surfacing. It looked like a bed of coal among the bright reflections from the waves. A searchlight began blinking above its tower. The "Ochakov's" communications bridge began receiving the message.

"What are they saying?" Warrant Officer L. Kharain asked.

"Congratulations on your victory!" the signalman replied joyously from the bridge.

The weather was unusually hot even for the Mediterranean. And for the crew of the "Ochakov" it was so not only in the meteorological sense. High and hot was the pitch of combat training aboard the ship. The search for new reserves of further growth in skills and proficiency was continuing.

On an Air-Cushion Landing Ship

Moscow NEDELYA in Russian No 30, 23-29 Jul 79 pp 2-3

[Text] Special Correspondent A. Yevseyev, Twice-Awarded Red Banner Baltic Fleet--The ships were standing on the shore. Their huge hulls, crowned by enormous propellers, towered high above the slabs of the concrete pad. And a pad this was. Like the sort on which airplanes and helicopters park, and

not like the traditional sea pier, because, I repeat, the ships were standing on the shore, and the sea was not rocking their hulls, touching them only as spray whenever the wind beat the waves. And their rudders, which recalled the shape and dimensions of aircraft wings, looked not down into the water as is the case with all ships in the world, but rather toward the sky.

These were unique ships; rather than dropping into the water, their hulls glided over it, raised above the waves by air pressure. And the commander of such a ship had to be both a seaman and a pilot at the same time, and who knows what else, because his work proceeded in a sense at the interface of two different entities of nature--the sky and the sea, and his ship was constantly subjected to the actions of both aerodynamic and hydrodynamic forces.

It was a gray wet Baltic day--rain, low clouds, and the wind "gusting to 10." A yellow flag fluttered on a flag pole ashore--this was a signal to the ship that an assault landing party was being loaded. And from the height of the control room we could see armored transporters enveloping the air-cushion ships with a bluish cloud of solar oil as they crawled backwards aboard the ships over ramps dropped to the ground.

"This is Fifty," the commander said. "The landing party is in."

"Good," was the answer. "Go ahead according to plan."

"According to plan" meant riding across the sea and landing the training assault landing party.

"We go as planned!" the commander answered, and his voice dissolved in the piercing roar of the propellers. And immediately the ship seemed to rise on its tiptoes: This was its "cushion"--a huge rubber skirt circling its bottom--being inflated. And the air that was passed beneath this skirt raised us above the ground. Just a little, a few millimeters.

And immediately we began floating rearward and to the left. The air-cushion ship turned lightly and graciously, almost in the same place, and it immediately began rushing across the water, its windshield being showered by a green frothing rain.

"That will pass as soon as we get to speed," the commander volunteered, pressing his forehead to the windshield. Droplets of sweat were running down his cheeks, and I could understand why, as with their air force counterparts during takeoff and landing, commanders of such ships experience a sharp rise in pulse to 120.

His voice was barely audible--the engines drowned everything out. He controlled the air-cushion ship all by himself, with his left hand on the propeller controls and the right on the steering wheel (this is the sole warship in the fleet aboard which the commander himself takes the steering

wheel). The windshield cleared up, and now all we could see ahead of us was the sea--gentle waves capped with white foam. We rushed over them, easily and freely. And the other air cushion ships rushed onward just as easily and freely. From my point of view this was beautiful--the green waves, the silvery body of the ship above them, and the sparkling waterfalls along the sides. This was beauty of a special sort--not romantic, as with sailing ships, and not menacing, as with destroyers and cruisers--the low-altitude flight of the air-cushion ships above the waves was the beauty of the future which they heralded.

The future?

How so the future?

In that the swift air-cushion ships, from my point of view, provide a rare possibility for dreaming about the fleet of tomorrow and imagining that it will not only be a floating and not only a surface and submarine fleet, but also a gliding fleet, one that runs over the waves.

But let us return to today, aboard the "cushion," as these ships, born in the age of the scientific-technical revolution, are referred to in the fleet endearingly and with a doubtless dose of respect. Let us return and take a walk out of the control room. We would not be able to step freely on to the rail-enclosed deck--this would be equivalent to taking a stroll on the wing of a jet aircraft: You would not last long there. Therefore let us dive down through the hatch and simply look into the compartments of the air-cushion ship. First the assault landing party's hold, because the landing party is precisely what this ship was created for. What we see there are armored transporters, rigidly secured to the bulkheads by chains, frozen in anticipation of the command "Forward!". Then there are the marine infantry--steel helmets, black jackets, trousers tucked into short boots, with automatic rifles across their chests and shovels strapped to their sides, patiently sitting in the compartments, also anticipating the command to land. Next to them are the engine rooms, where powerful turbines roar, filling all space around them with a piercing din. Next we look into the compartments for the ship's personnel, where we see cots covered with blue blankets rising up the walls. And now we go up, to the fire control post. It is from here that the guns, with their gaping barrels looking forward--toward the sea and sky-- are commanded. There is a seaman-operator surrounded by the "electronic ornamentation" that has become traditional to the fleet today--consoles, push-buttons, tumbler switches, and screens. The guns, yielding to the operator's commands, will forever keep the enemy in sight.

Also here is the commander's cabin and the galley (a traditional lunch of borsch, fried fish, and fruit salad today). Here also we find the radio operator's room and a room in which the motor mechanics hold their watch--you must understand that sitting next to the turbine all the time is impossible. It took me about half an hour to at least superficially examine the flying ship: After all, using land-based units of measure, this was a house of three stories!

And, I repeat, all of this flies over the water.

The fleet of the 1970's!

And, as is usually the case, the new equipment has changed a few things in the tactics of military actions--in this case in the nature of the assault landing operation: When such an operation is carried out by "cushions," the time required drops dramatically. The assault landing troops find an immediate advantage to this--it is one thing to "plash" along under enemy fire for half an hour, and it is something entirely different to get through in just a few minutes. The second "gift" the air-cushion ship offers to the assault landing party is the possibility of landing not only at sea, and not only on the shore, but also far inland, beyond the enemy's first line of defense. After all, the air-cushion ship is an "amphibian," and it is equally comfortable at sea and on land.

We continue to rush forward. We were not floating, and we were not flying: The only way to describe it is rushing, hopping from the top of one wave to the next. And the time also passed at lightning speed, though out on the open sea it is almost impossible to sense the speed of the air-cushion ship. The "enemy" shore finally appeared in front--a thin yellow-green strip, which swelled swiftly, transforming into houses, dunes, cliffs, and shrubbery. Now the most difficult phase was beginning--the landing of the assault party. The commander glanced at his watch--the party was to be landed ashore with split-second timing: Precision is one of the criteria of the work of an air-cushion ship. Precision despite everything--foul weather, waves, fire from the "enemy," and complex coastal relief.

Reducing our speed just barely, we slipped in a cloud of spray over the coastal shallows and rushed up on shore, farther and farther away from the sea, pressing down the shrubbery and gliding over the rocks. The commander's face once again broke out in sweat. His left hand, which was resting on the propeller controls, finally pulled them toward himself sharply. Sliding a little forward, the "cushion" froze on the spot. We had moored.

"Release the landing party!"

A huge metal door at the bow of the ship shuddered and dropped to the ground, and the armored transporters (their engines were already running), engulfing everything around with clouds of solar oil, tore out of the womb of the ship, and the lads in black jackets rushed after them in waves to seize the beachhead.

The landing party was now doing its work.

It is said that military observers of some countries who were once shown the work of the "cushions" during an exercise immediately grabbed their cameras and binoculars and would not tear themselves away from them until the "cushions" completed their landing. As I remember, they did not do

this from esthetic considerations alone. Still, the low-altitude flight of the air-cushion ships is very beautiful. More beautiful than anything.

Photo Captions [photos not reproduced]

1. An assault party lands.
2. Senior Lieutenant Viktor Khokhlov--commander of an air-cushion ship.
3. Ships standing on the shore.

On the Large ASW Ship "Marshal Timoshenko"

Moscow MOSKOVSKAYA PRAVDA in Russian 18 Sep 79 p 3

[Text] Capt 3d Rank S. Panin, Red Banner Northern Fleet--Lieutenant Kulagin reported to the main command post that the airborne target was being tracked and that the forward antiaircraft complex was ready for action. The officer spoke not a single extra word, but from his intonation and anxiety the man in the main command post could sense that the young fire controller was hoping that he would be the one to strike the enemy.

The target entered within the zone of fire, but it was from the stern launcher of the large antisubmarine ship "Marshal Timoshenko" that missiles tore into the sky one after another. Kulagin did not know, though, that the fight with the airborne "enemy" had just begun and that he and his subordinates were going to have it especially hot.

Their task in this training battle was to strike antisubmarine aircraft. Suddenly the traces from airborne targets appeared on the displays of the "Marshal Timoshenko".

The first of them traveled confidently and openly, apparently in the hope of an easy victory. It was knocked down practically at maximum range, and on their displays Lieutenant Kulagin's subordinates could see the target transform into a shower of fragments falling to the ocean. Petty Officer 2d Class Valeriy Surovtsov, commander of the radio-mechanic department, shook his head in contrition. They could have done just as well. After all, they had been tracking the target confidently until the last moment as well, and all they had left to do was to launch the missiles.

A new target appeared suddenly, and seemingly with the sole purpose of immediately disappearing from all of the screens. The "enemy" threw out powerful interference. Surovtsov's display came to resemble the screen of television set turned on before the start of daily programs. This was total absence of visibility--and this was the time of the polar day, when the sun stays up for days on end, when ships at sea are like in the palm of one's hand, and when even the most high-flying airplane could be clearly seen as

a shining star in front of its jetstream. This was precisely the problem, that the operators had to see the target even farther out, beyond the horizon, where it was setting out a barrier, invisible to the eye and impenetrable by radio beams, as it rushed across the sea.

Both Lieutenant Kulagin and Petty Officer 2d Class Surovtsov sensed that this was the target that the ship commander will assign to the forward complex. A target which was approaching the ship and was practically unobservable.

While the first air strike had the elements of nothing more than an unsophisticated training session, the second "enemy" attack contained the stresses of real combat--fluidity, hardness, and total uncertainty, demanding of its participants not just performance of their responsibilities but complete exertion of effort, concentration of attention, decisiveness, initiative, and resourcefulness. The radar station switched from mode to mode, but the "enemy" camouflaged himself artfully. And the danger grew with every second. Suddenly something resembling a target trace flashed on the screen. But how unusually capricious it was! It was with great difficulty that operators senior seamen M. Shvets and S. Zinenko managed to isolate this trace and begin tracking it. The main part of it was over, and now the crew's job was to monitor the equipment tracking the targets and to fight the interference.

Above, in the conning tower, the ship commander received a report of target lock-on. He was unaware of all of the details of the duel that was going on between the operators and the airborne "enemy," but he did sense that they were having a difficult time of it; still he had faith that they would do their job. And, despite all of the drama of the fight in the air, the commander continued to devote his principal attention to searching for a submarine. He gave the "go ahead" to use the antiaircraft weapon. And when the missiles slipped away from their guides softly, without jarring the ship, he considered that one more obstacle between the large antisubmarine ship and the principal target had ceased to exist.

But this was not the last obstacle. Once again the radars began rotating anxiously, and the ship bristled with antiaircraft missiles. The target was still invisible, but there was a real "enemy" speeding toward them. Once again the operators under Surovtsov's charge began carefully tuning their sets.

The last strike of the antiaircraft gunners against the airborne "enemy" was especially artful. Later another ship will set out to sea to repeat this gunnery practice. And another crew will anxiously await its turn to fire, mentally imagining the point of intersection of the silvery bodies in the sky, and wondering whether everything has been done to make their ship invulnerable, to produce the sense of confidence the motherland desires to see in all combat situations.

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SHORTCOMINGS IN NCO TRAINING CRITICIZED

Moscow KRASNAYA ZVEZDA in Russian 31 Jul 79 p 2

[Reader's letter, comment on letter by Lt Col V. Shchekotov, Red Banner Ural Military District, and editorial comment]

[Text] "Dear editor!

"I recently came across the following situation. Junior sergeants V. Barmin, K. Arama, A. Kon'shin, and V. Bogomyakov, who had recently joined the unit, were supposed to conduct lessons in drill and in physical training. Observing their actions, I persuaded myself that they were not even capable of giving commands competently, not to mention their weak instructor training. Their knowledge in special and technical training was shallow.

"In response to my question 'What did you do in the training subunit?' the sergeants replied: 'We worked..... We drilled.' One gets the feeling that training was poorly organized there. What could such junior commanders teach the soldiers?"

Senior Lieutenant A. Savintsev,
artillery battery commander

I drove to the training artillery subunit with Senior Lieutenant A. Savintsev's letter in my hands. On the way I could not help thinking that perhaps the battery commander was exaggerating. It could simply be that he did not know how to bring sergeants from training subunits "up to snuff," or that he did not want to. But after a few days in the training subunit my doubts were scattered without a trace. I could see many shortcomings in sergeant training, and flaws in the organization of the training.

It was in this subunit that Junior Sergeant Valeriy Bogomyakov, whose poor training was the target of Senior Lieutenant Savintsev's complaints, had undergone his training. He passed his final exam with satisfactory grades, his marksmanship was not brilliant, and he left for the troops without taking the test for his class rating. Persons such as he, confessed the present commander of the training subunit, Senior Lieutenant V. Golovinov, are usually not even recommended for junior commander posts. And it was apparent that Captain V. Kodushkin, who commanded this subunit last year and had written a favorable performance report on Bogomyakov, strayed from the true path.

What are future sergeants taught here and how? Lieutenant Sergey Grigoryuk, commander of a training platoon, holds a 2-hour lesson in special training. Among the training problems we find topics such as assumption of an uncovered gun position by gun crews in the face of a surprise enemy attack, the work of crewmembers preparing guns for action against tanks, and preparation of ammunition for fire. Can they really learn all of this with just their personal weapons and gas masks? The platoon commander says that they cannot. Materiel and simulation resources are required for such a lesson. But in this case he could supplement his narration only with hand gestures.

The students underwent more than 2 months of summer combat training. According to the program they should have been well acquainted with the materiel of artillery weapons and with the standards for work at different gun positions during this time. During a break in the lesson I interviewed two students who were "doing well"--Valeriy Morozov and Aleksandr Teben'kov. The discussion turned to the purpose and specifications of the gun they were studying. Neither had a clear idea of any of this yet.

I found out that the personnel are often pulled away from their lessons for various details, to include unauthorized ones. As an example students Mikhail Gavrilov and Oleg Yamushev worked in a group of eleven men headed by Sergeant Aleksandr Shamurayev for a whole week building a refrigerated warehouse at the post, which was several dozen kilometers from the garrison.

Many people are taken away from their studies to make improvements in the training base. That, of course, is a necessary pursuit. But the effort expended is not always considered properly. As an example, a so-called "working" platoon is drawn from each battery for a week with the permission of the senior chief. The schedule foresees no lessons for this platoon during this time. From morning until night the students busy themselves with maintaining the training ground and the firing range, and repairing buildings in which combat equipment is stored. But sometimes the "working" platoon is said to be not enough, and contrary to the lesson schedule other subunits are pulled away from their studies.

The first week of July was typical in this regard. Thus with the exception of one platoon, the battery commanded by Senior Lieutenant Yu. Lyashchenko was supposed to have spent 2 hours in tactical and then special training in the morning, followed by an hour of drill and physical training. Instead, a working detail was pulled out of the battery in the morning and placed at

the disposal of the chief of the rocket-artillery armament service, and a simulation squad was placed at the disposal of the regiment's deputy chief of staff. Moreover the latter did not in fact do anything for half of the day. The students sat about in the break room, waiting for Lieutenant Yu. Andreyev to bring simulation resources from the supply dump. Not one of the battery's students studied that day.

Many students are pulled away from their lessons as individuals. Student B. Korkmazov himself confessed that he had not been to lessons for an entire week, working together with students A. Solopov, V. Kondrat'yev, A. Yarosh, and O. Barzenkov. What was their "unpostponable" task? They were setting up a garage for a private car Officer V. Berko had on order. After this, should we be amazed if student B. Korkmazov winds up as one of the under-trained?

The unit commanders expect the training subunits to provide well trained sergeants capable of creatively utilizing the knowledge and practical habits they acquired to train and indoctrinate their subordinates. Will the graduates of training artillery batteries be able to satisfy the requirements imposed on them? This question cannot but cause concern among the commanders, political workers, and party organizations of the training subunits. This question is of fundamental importance: To pass undertrained soldiers means to do harm to the combat readiness of the troops.

From the editor

Senior Lieutenant A. Savintsev's letter is not the only one the editorial board has received. A similar letter was sent by Guards Lieutenant Colonel V. Chetverikov. He turned his attention to the fact that the quality with which sergeants trained by one of the training subunits of the Leningrad Military District was worsening with every year.

Colonel A. Pinchuk, one of our correspondents, checked out this letter. The results of his investigation were similar in many ways to those discussed in the article by Lieutenant Colonel V. Shchekotov. The quality of sergeant training suffered in this subunit mainly because men were being pulled away from their lessons, and because there were shortcomings in training organization.

The editorial board hopes that these incidents will attract the attention of the appropriate combat training directorates and sections of the districts, as well as the Ground Forces Main Combat Training Directorate.

AUXILIARY FLEET ACTIVITIES DESCRIBED

Moscow PRAVDA in Russian 3 Sep 79 p 3

[Article by M. Kabakov, Special Correspondent for Pravda: "Under the Flag of the Auxiliary Fleet"]

[Text] "The Auxiliary Fleet is intended to provide for the material and technical needs of the Navy in combat and everyday operations." (From the Naval Dictionary)

The orchestra began playing and seagulls shot upwards over the bay. Beyond the entrance buoy a ship appeared. A blue flag flapped in the head wind. A sea-going worker, the tanker "Iman" of the auxiliary fleet, was returning to its home base. On its white sides it was easy to make out the scratches swollen with red lead, the marks of ocean mooring cables. Trumpets blew, play-a march, the tanker came ever nearer, and I seemed to see something else. It was 1942... Sevastopol' was crimson with fires. A tiny ship of the auxiliary fleet, the tugboat SP-22, broke through into Streletskaya bay. It avoided a curtain of fire, took wounded on board, and again left for the open sea. But soon "Junkers" were attacking the unarmed ship. Maneuvering desperately, the tugboat also avoided them. Then the fuel ran out. The sailors rigged a sail out of canvas. And so the tugboat "SP-22," which had never been on a longer raid, crossed the Black Sea.

The auxiliary fleet follows the course of combat. And when our Navy sails out into the world's oceans, the auxiliary fleet follows behind.

"Providing for the combat strength of the fleet is not a simple matter," says the chief of the auxiliary fleet of the USSR VMF (Navy), Rear Adm P.M. Yarovoy.

He rises and approaches the map. The pointer in the admiral's hand cuts the howling latitudes of the forties and moves through the dark blue depths of the Pacific Ocean toward the pale blue ellipse of the Baltic. At times the pointer comes to a stop; these are the points where supply ships and boats are located.

"Every military unit is a unified organism, and its existence and activity depend on the rear. In this sense there are no essential differences between an army and a fleet. But there is a difference in how the rear areas operate. And this especially manifested itself when the fleet began to be cut from shore for long periods of time. Combat ships need fuel and the crews need provisions, drinking water, letters, newspapers, and so on. The necessity arose for bringing the rear closer to the ships. Tankers, cargo ships, and water carrying boats followed the fleet on long cruises."

It would seem that there is nothing unusual about that at all. From time immemorial ships have sailed the seas. But they are unloaded in harbors sheltered from the wind and are moored to reliable, concrete berths. But the ships of the auxiliary fleet are unloaded at sea, often on the move, and not infrequently in stormy weather. Such work requires sailors with excellent special knowledge and a high level of naval training. The VMF Navigation School was established at Lomonosov, and special navigation schools were opened. And if a young man wishes to see the beauty of ocean cruises and measure himself against the elements, he is welcome.

Yarovoj smiles and in his eyes I see the sparks of undying romanticism, which lives in the soul of every real sailor. "We have remarkable commanders, such as the captain of the "Iman," A. Ye. Danilenko, the captain of the "Yel'nya," H.D. Bobrov, and so on."

"And the mechanics," adds Yarovoy's assistant, Engr-Capt 1st Rank A.A. Tereshenko. "The problems of supply are so complex that two cruises are never the same. Therefore our mechanics are not only knowledgeable people but often inventors as well. Take Lanovoy for example.

The old port city was noisy outside the wide windows and the horns of the tugboats could be heard. The mechanic-instructor Aleksey Fedorovich Lanovoy picks up a packet of yellowed photographs. Here is red-haired young fellow in a navy service cap ("It was 1941. He had completed the Odessa Navigation School then."). Here is the chief petty officer with combat medals on his sailor's blouse. Here is the crew of the tanker "Koyda." Lanovoy served as a mechanic on it.

"There were no special devices or skills in working on the open seas then. But the order arrived to provide fuel oil to an escort vessel at a certain point. We arrived. And, as if out of spite, it was storming. It was impossible to approach the side of the ship. And it was impossible to drop anchor; it was too deep. We decided to make the transfer underway. We pumped out the fuel, but what about the provisions? The hose was in the water almost all the time, and we gave it slack so it would not break. Food could not be transferred that way; it would get wet. We found a solution. The escort raised its gun to its highest point and we fastened a line to it. Nets with boxes and bags were moved along that 'cable road'."

Today we have the experience and special equipment, but just the same...

A tanker approaches the missile carrier. Now they come parallel to each other. They match their speeds. As in a wild canyon, the furious ocean rushes and bubbles, squeezed between steel sides.

There is the bang of a line gun and a rocket carries a nylon line on board the ship, a thin rope the thickness of a finger. Behind it in the water already stretches a white snake, the guide cable, and then comes the carrier cable. Now it is fastened to a block and small carts run along it forming a "pipe line." The cable road has been established. The ocean breathes and the side of the missile carrier rises above the deck of the tanker and then fall into the chasm. And while the fuel flows through the pipes and the containers run along the lines, the ships meet the waves headfirst.

The hands of the helmsmen were fixed to the helm, and the engine operators kept their eyes on the indicator... Not one degree of deviation, not one revolution more. And there was nervous tension until the report was sent to the commander: "The transfer of cargo has been completed."

Up to now many veterans of the Great Patriotic War have been serving in the auxiliary fleet. The captain for transport on the "Turgay," Belyayevskiy, fought at Malaya Zemlya. The first mate on the tanker "Yel'nya," Stepanov, was a sailor during the war on the destroyer "Bodryy"...

The navigators and engine operators of the auxiliary fleet are usually graduates of their "own" maritime school. The reader will certainly remember the names A. Ziganshin and F. Poplavskiy. These fellows were among that group of four courageous soviet soldiers from the small landing barge which was carried away by a typhoon in the Pacific Ocean. Then for 49 days, exhausted from the cold, hunger, and thirst, the soldiers battled with the raging elements. It would seem that such an experience with the ocean could scare someone away from naval service. But A. Ziganshin and F. Poplavskiy completed the Lomonosov Maritime School and became engine operators in the auxiliary fleet. Perhaps it was because the ships which save those who experience disaster at sea also sail under the flag of that fleet.

Ships must be modernized. That is an axiom. It is also obvious that the transfer of a combat ship from the ocean to its base for that purpose is not always adviseable, particularly if the transfer takes twice as much time as the modernization itself. Floating workshops (and this includes the auxiliary fleet) modernize various ship's equipment at sea.

I walk around such a workshop. If the ocean could not be seen through the portholes, I could imagine that I was in a shop on solid ground.

Silvery shavings fall from the cutting tools, and the lathes whine. There are lathes, drill presses, borers, and so on. I open the door to the next room and notice the familiar smell of grease. Here diesels are being overhauled. This is the hull and piping shop. There is a machine-gun sound of drills and the heat of pipes cooling after bending. There are signs over the doors: "Technical Control Section," "Planned Production Section," and so on.

In 1972 the commander of the floating workshop, Capt 2d Rank Kovalenko, ferried an enormous floating crane from Sevastopol' to Bangladesh by rounding Africa. At the Cape of Good Hope they encountered a storm with a wind force of nine. The crane continued like a submarine with its entire cabin in the water.

Again I accompanied a ship of the auxiliary fleet on a long cruise. The engines were already warmed up, and the hull of this high-sided beauty trembled intermittently. This ship combined in itself a tanker and a cargo ship. Its multiple hoists make it possible to raise cargo from the holds to the deck in minutes and to transfer it to the addressee with the same speed..

The "floating rear" has gone to sea.

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ACTIVITIES IN SIGNAL ACADEMY DESCRIBED

Moscow PRAVDA in Russian 11 Sep 79 p 6

[Article by V. Verstakov, Special Pravda Correspondent, Leningrad: "There is Always Combat Action"]

[Text] Standing up to their chests in the icy waters of the Sivash, the Red Army men of the 51st division are holding the telephone line in their hands which connects headquarters with the forward units. In temporary, wooden shacks and under the open sky as well the radio operators of the First Horse Cavalry Army are tapping out a melody of dots and dashes. On the fiery fields of the Great Patriotic War the line supervisors are unreeling cable. The telephone and telegraph equipment of the general headquarters does not fall silent even for a minute.

All this is military electronic communication. The kind that was typical of the twenties and forties is what is remembered. In some ways it is similar and in many ways not at all similar to modern communication.

"Since November of '41 I have served as a telephone operator in a communications company," recalls the commander of the political section of the S.M. Budenny Order of Lenin Red Banner Military Communications Academy, Hero of the Soviet Union, Maj Gen Ivan Matveyevich Sysolyatin. "They were attacking and I ran with the reel; we were on the defensive and I let out the barbed wire on wooden pins. Why barbed wire? There was not enough cable; it was being saved. On the defensive life is "simpler," and we were trying to make do with the barbed wire. The ends were cleaned of corrosion, the set connected, and I almost did not believe it when the signalman from the next company responded. There were all sorts of communication."

For today's army basic changes in the forms and methods of controlling troops and weapons are typical. And if a new system of command is developed the communications system must not only keep pace but on the basis of scientific foresight "move forward."

I wanted to see how military electronic communications were being improved for the future in the Budenny Academy. And, of course, what was being retained from the past.

I saw many new prototypes in the departments.

This is somewhat similar to a magic trick. I hold in my hands an ordinary, rather thin and flexible wire, scientifically speaking, a four-conductor field telephone cable. Two conductors are needed for simultaneous reception and transmission, the coefficient of line attenuation is known. And the result is two telephone conversations at a distance of dozens of kilometers. Not bad? It turns out that it is bad. In one of the laboratories of the department for multichannel electronic communications I was shown an apparatus for high frequency telephone operations which does not impress one with its dimensions or an abundance of tuning parts and indicators. However, through its use with that cable it is possible to carry on several conversations at much greater distances. But the capabilities of this communications cable have not been exhausted. There is yet another counter with an apparatus for tonal telegraph operations which "squeezes" several telegraph channels out of every telephone channel. There are dozens of users and only one wire. This is very likely not simply growth in quantity.

Multichannel communication lines have arrived for replacing "point to point" communications, as the communications operators call them, with networks. But they also have their problems. A separate cable is needed for every distant user, and this is not inexpensive. Reliability, resistance to external forces, and an entire range of other conditions often require more complex cable construction. The four-conductor field line is not always appropriate. Multiconductor lines with reliable insulation and shielding have been created and put to use. Today they are provided for the army, but tomorrow?

Wire lines are reliable; once the cable has been laid constant communication of high quality is obtained. They are indispensable when large quantities of information are sent, which is particularly important today when not only people but also electronic computers are in communication. Nevertheless, it is said that there is nothing that is indispensable. All the more so for the army.

A combat situation often requires immediate communications and cannot wait for the establishment of cable and other lines of multichannel communications. The experience of the Great Patriotic War, at the beginning of which radio communications played an auxiliary role, indicates that wireless communications have become most important. The radio operators of the war did not have reels of wire, and they did not run through fire fields in search of breaks in the wire. But when reconnaissance groups went into the enemy's rear area, the most important person among them was the radio operator; when landing forces disembarked the radio operator went with the attacking detachment; when rivers were crossed, the radio operators were the first to step on the enemy shore. And if it was necessary they would pick up a sub-machine gun. "Farewell, brother, I'm going on the attack." Such were the words of a heroic defender of Sevastopol'. And they were said by a naval radio operator.

There were no outward surprises in the laboratories of the radio communications department. The transmitters? They were more reliable and efficient. The receivers? They were more sensitive and had automatic tuning and the capability not only of sound reception but also, for example, for a telegraph apparatus. Retransmitters? They were not invented yesterday, but today's models are compact, effective, reliable, and able to do everything. From the point of view of communications, of course. But this was something unusual, a "System for Pilot Control." Supersonic speeds, flights under any meteorological conditions, and at any altitudes; these are the conditions of modern aviation. But man, just the same, is not made of iron and is not extra fast. If there are difficulties, electronic computer equipment and communications come to his assistance.

It would seem that everything is clear; the means of automation and communication operate in parallel fashion and complement each other.

"No," sharply objects the head of one of the academy departments, Engr-Col Yevgeniy Petrovich Lyubichev. "They are not complementary, but simply inseparable."

Lyubichev has something to show in the laboratories of the department which produces an impression: long lines of cases with electronic computers, magnetic tape and disc storage units, automatic typewriters happily tapping out the results of complex information processing, and display screens, which are special television sets capable of communication between man and machine.

The department fulfills the functions of and in actuality is the academy computer center. The data processing and computing system is based on it. In addition to serious, instructional problems, the system is capable of solving everyday problems. As an example it is necessary to check how the student Ivanov spent the week of classes, whether he received grades of "excellent" or "failing," whether there were penalties or incentives, what kind, how many, and for what reason. The electronic computer is not slow with the answer. Moreover, there are always more grades of "excellent" and incentives, and it is pleasant to open up good news.

The head of the department further explains "inseparability" with the statement: "Further automation of the lines and networks of communication inevitably results in their switch to digital methods of transmitting all types of information. And our equipment is absolutely necessary to transform human speech or, let's say, a picture on a map into a sequence of units and cyphers."

And today's communications are also impossible without automation. And the young ones are providing it.

The teachers and workers of a majority of the other departments and scientific research laboratories are also young. Each of them has a considerable background: studies, military service, a dissertation, and participation in the development of new forms of communications equipment. And what new forms they are! For example, more than ten inventions were used in the development of one of the new types of equipment for radio communication!

I would like to describe much more. How, for example, in one of the laboratories of the department for antenna equipment the students "set up" a hill for testing the effect of terrain contours and antenna elevation on the signal level. And in general how can one not mention antennas; after all, the range, reliability, and lack of interference of the radio lines depend to a large degree on their correct selection. Modern antennas are not simply an iron pole or a wire between two masts, but rather complicated engineering structures.

The academy has an area outside the city, a field training center. There training command points and communication centers have been set up. During the classes in the training command points the student communications operators are designated as commanders of units and heads of headquarters and services. They study the communication needs of the commanders and possible areas for improvement. Yes, the signalmen know the complexities and special problems of command and headquarters operations well. But if artillerymen and mortar crews are not commanded to fire a thousand kilometers, how can the signalmen be given such an impossible task with today's equipment. And it also happens that in the spacious command point facilities the signalmen are led off to a dark storeroom to find a place to hook up the telephone. After all, communications are necessary not for the signalmen, but for the commanders and all the forces.

During the years of the Civil War and the Great Patriotic War the position and role of military communications were assessed with the following statements: "It must not be forgotten that communication is the first concern" (from the combat orders of V.I. Chapayev), "Communications are the nerves of the Red Army," and "Without communications there is no control, and without control there is no victory" (from the directives of the Supreme High Command). Time has confirmed the correctness of these high evaluations. Today the condition of the communications system determines to a large degree the combat preparedness of the army and fleet.

The feats and heroic efforts of the frontline signalmen in bringing victory nearer will be remembered forever. And we will not forget that there are few military professions for which even in peacetime there is always combat action. One of the first among those professions is that of a signalman.

HELICOPTER COMBAT CAPABILITIES DISCUSSED

Moscow PRAVDA in Russian 20 Sep 79 p 6

[Article by Col V. Izgarshev: "The Helicopters are Attacking"]

[Text] Now tell me, isn't it a wonder, this apparently simple flying machine? The rotor begins to spin and chirr like a windmill, and having bowed its blunt nose to the ground it takes off and, gaining altitude like a lark, heads for the sky. Responsive to the will of the pilot, it hovers over a field, over a forest, and over the water. It can fly either with its tail forward or with its side. It makes its way through a narrow ravine or a forest clearing, it bounces under the clouds and passes over the mountains. It is with good reason that the national economy it has become the irreplaceable worker of the sky. The geologist and the fireman, the LEP (electric power line) builder and the vehicle inspector, medical emergency services and simply the air taxi, dozens of the most necessary professions have adopted the use of the helicopter.

It has special military applications in the army and fleet. The helicopter is a menacing combat machine outfitted with striking rocket fire, an air scout for fords and bridges, an engineer and mine layer, a signalman, and an omnipresent means of transport capable of delivering to the enemy's rear area a tactical landing force and of removing wounded from the field of battle as well as transferring ammunition, fuel, and provisions to the necessary place. It is an irreplaceable machine.

They fly in pairs at the minimum altitude and are invisible to the enemy. The group is led by the commander of this excellent squadron, the first class military pilot Capt Anatoliy Kovalev. The commander of the regiment, the military sniper-pilot (this is the highest combat qualification for a military pilot) Lt Col Vyacheslav Archegov and I are in one machine which is piloted by the political worker of the squadron, the first class military pilot Capt Petr Nechunayev and we are flying just a slight distance from the air formation. We are observing the actions of the unit which has received the mission of delivering a tactical landing to the rear area of the "enemy." We listen in to the commands of the squadron commander and to the radio communications with the ground. On the right appears a narrow ravine. The little chain of helicopters, flowing with the terrain, dive in that direction. "Well done," comments Archegov. "It is well hidden from the PVO (air defense)."

It is not necessary for us to do that and we fly by the shortest route to the landing area. A strong side wind makes the landing difficult. However, Petr Nechunayev lands the machine like an expert. We wait for the group.

Secretly, as if they were creeping up, the first pair of helicopters approaches the landing area. Behind them is a second pair and then a third. And now the motorized infantry men are already jumping out of the holds of the machines. Soon beyond a distant grove in the rear area of the "enemy" the sounds of machineguns and submachineguns and the explosions of shells can be heard. The landing force delivers its irresistible and rapid blow.

The first portion of the tactical flight training for the helicopter squadron was accomplished successfully. "A five," said Archegov, having held up his hand with fingers outstretched for confirmation. Now we go home. There will be servicing and preparation of the machines for a new flight, and the squadron will leave for the firing range. The second portion of the training is forthcoming, namely, bombing and firing on ground targets with machineguns.

Not long ago I had occasion to visit a military flight school where helicopter pilot officers were being trained.

Dozens of young men who are in love with the sky come to the school every year. They are taught here by highly qualified instructors and remarkable pilot instructors. The pilot instructors often demonstrate to their students such sporting feats as writing a figure eight in a square which is 50 meters on a side while flying backward and without losing a meter of altitude, or carrying a bucket of water on a long line around the perimeter of the square and then placing it on a table in the center of the square without spilling a drop of water.

That is not an instructor but rather a master or candidate for master of sport. And almost every one has the decoration of a first class pilot on his jacket. I will mention only a few names: Capt Valentin Denisov, Maj Vladimir Kerov, Capt Viktor Medvedev, Capt Boris Zelentsev, Maj Mikhail Girev, and Maj Sergey Maslyuchenko. Much could be told about any one of them; each during his service in the school has trained dozens of excellent pilots who today fly combat helicopters in all the near and distant corners of the country.

It would be difficult to imagine a modern battle without the helicopter. I saw their hard-hitting attacks in mountain canyons and passes, in flatlands hidden by the forests of the firing ranges, and on sea coasts. Just recently on one of the tactical exercises I had occasion to observe the operations of a group of combat helicopters which provided for the landing of a naval landing force. It was an impressive sight. The ships with the

landing force on board rushed at great speed on a pillow of air toward the shore from a distance at sea. And above them, overtaking them and tearing the foam from the ocean waves with the blast of air from under the rotor, rushed the combat helicopters. Without going as far as the shore they fired streams of rockets and, turning, they returned to sea. In groups of four, wave after wave, the helicopters rolled in, delivering rocket blows to the fire weapons of the "enemy" on the beach.

"In the capable hands of our aviators the combat helicopter is a powerful and effective weapon," said Hero of the Soviet Union, Lt Gen of Aviation Petr Vasil'evich Bazanov, deputy chief for combat training of VVS (air forces). "It is more menacing than the Il-2 (Ilushin-2), the celebrated attack plane of the Great Patriotic War. Fire power, maneuverability, speed, the capability of delivering blows to the enemy without entering the zone of his PVO equipment, that is what combat helicopters mean."

Our remarkable designers, the talented creators of helicopters and power units such as N.I. Kamov, M.L. Mil', M.N. Tishchenko, and others, have created wonderful equipment for our own country. Many of the outstanding records, which have been set by soviet pilots, give convincing evidence of its capabilities.

Not so long ago it was considered that a speed of 300 kilometers per hour was the limit for helicopter aviation. However, the soviet test pilot Nikolay Leshin exceeded this limit by 20 kilometers in an MI-6 (Mil designed helicopter). He was awarded the Sikorsky "Golden Rotor" price which was established by the Americans for the most outstanding accomplishments in the air. Then Leshin's record was beaten by Hero of the Soviet Union Boris Galitskiy. He reached a speed of 340 kilometers per hour in an MI-6. And a year ago the test pilot from the Moscow Helicopter Plant, Gurgun Rubenovich Karapetyan, having completed the flight according to the program of the International Aviation Federation (FAI), achieved a hitherto unseen result; the A-10 helicopter, which had been created during the life of Mikhail Leont'evich Mil' according to his ideas, reached a speed of 368.4 kilometers per hour.

A group of four combat helicopters suddenly appeared above the battle field. There was an energetic jump over the formations of their own forces and the rapid red lines of guided antitank shells were flying to meet the targets. Eight rockets, eight targets, and eight fires on the battle field. It was an expert and striking blow. A turn with a drop in altitude and the four were hidden from view. And in their place, with a jump, as if emerging from under the earth, appears a new group of helicopters. In only a few seconds the crews unleash a powerful rocket attack on the enemy. A sea of fire rages on the forward edge and in the depths of the defenses of the "enemy." The helicopters are attacking!

BIOGRAPHICAL INFORMATION ON GENERAL TRET'YAK

Tret'yak Recalls Youth, Discusses Troops Today

Moscow KOMSOMOL'SKAYA PRAVDA in Russian 6 Jul 79 p 2

[Interview with Gen Arm I. M. Tret'yak, commander of the Red Banner Far Eastern Military District, member of the CPSU Central Committee, deputy of the USSR Supreme Soviet, and Hero of the Soviet Union, by V. Kachurin: "The Frontiers of Courage"]

[Text] I. M. Tret'yak, commander of the Red Banner Far Eastern Military District, member of the CPSU Central Committee, deputy to the USSR Supreme Soviet, and the Hero of the Soviet Union, responds to questions by a correspondent of KOMSOMOL'SKAYA PRAVDA.

[Question] When the subject of the heroic occupation of the military officer comes up, we usually recall the saying, "Soldiers are not born." This probably applies to you too, Ivan Moiseyevich, or were you always expected to be a military man?

[Answer] Far from it. My father Moisey Il'ich Tret'yak was a kolkhoz farmer who loved the land. Following our family tradition, he pictured me as a grain farmer. But I dreamed of military service, being a commander. What your parents want is very important, however, so I went to the Poltava Agricultural Tekhnikum. But the thought of a military school gave me no peace. When we were 16 years old Andrey Corev and I began visiting the military commissariat all the time and sent out letters to all nearby schools with the same request: "Please call us for entrance examinations." And it seems that our persistence won over the commissariat. In any case they "overlooked" our being underage and started to help us.

The war began when we were in school. We went into battle as young men who had never been fired at, and it was there that we finally learned the science of victory. During the brief meetings in the command bunker I was by no means the only officer who did not shave yet;

almost all the battalion commanders were the same. The war put us in higher positions and, of course, these appointments were more the result of the grave situation than our demonstration of any exceptional capabilities. The people who were older and more experienced had died, courageously carrying out their military duty to the Fatherland. So the full responsibility fell upon our shoulders.

[Question] In your memoirs "Khrabryye Serdtsa Odnopolchan" [The Brave Hearts of My Comrades-in-Arms] you fondly recall the Siberians and Far Eastern soldiers. Could you expand a little on these feelings?

[Answer] The thing is that I happened to be assigned to the 32nd Red Banner Rifle Division, which was already named the Khasan Division for its participation in the fighting at Lake Khasan. The division was made up primarily of Siberian and Far Eastern men, brave, expansive, and absolutely devoted to the Motherland. In 1941 the division smashed crack Nazi units on the field of Borodino and became a Guards division.

One of the corps of our army was made up entirely of Siberians. It had many great heroes. One of them was Aleksandr Matrosov, whose feat was copied by dozens and hundreds of Soviet people during the war. The corps received replacements from Siberian cities and towns, weapons forged at Siberian plants, and, of course, gifts from their countrymen. Siberia supported the soldiers at the front generously. Once the home folks sent several railroad cars of Siberian pel'meni to the field post of their native corps just before a holiday. And this was at a time when every effort was going into making up trains carrying tanks, cannons, and shells!

[Question] How are the young fighting men of the district keeping up the traditions of the veterans of the front?

[Answer] They try to measure themselves against their fathers in everything and have the deepest respect for their wartime service. I know a number of officer "dynasties," in which the sons are following in the footsteps of their fathers and want to resemble them in every way. Lt Gen Avn L. I. Beda, twice Hero of the Soviet Union, died at his battle post. His son Leonid went to the same school as his father and became an excellent pilot.

I recently received a phone call from retired Lieutenant Colonel Gurnov, who served with me in a regiment after the war. He said that his son was serving in the Far East. I was pleased to report to the veteran that Lt Ivan Gurnov is the commander of an outstanding battery.

During the war certain cities assumed special responsibility for forming military units that were named in their honor. Even today I can list dozens of cities whose young men traditionally serve in special subunits of our district. Recruits from Krasnoyarsk replenish the ranks of the tank troops. Men from Chita are developing their military skills outstandingly in one of the formations. Draftees come to the Far East from Belorussia, the Ukraine, Central Asia, and many other parts of the country. V. I. Lenin has been enrolled as an honorary

soldier in one of the military units of Kamchatka. Ul'yanovsk, the hometown of our beloved leader, sends representatives to serve in this unit.

[Question] During his trip through Siberia and the Far East Leonid Il'ich Brezhnev visited Far Eastern soldiers and attended a combined arms tactical exercise. How did personnel do at this exercise?

[Answer] Many subunits took part in the exercise. Let me tell about one of them. At the combined arms tactical exercise the Red Banner Helicopter Regiment imeni V. I. Lenin was represented by the outstanding squadron commanded by Maj A. Petrushin. The squadron was given the mission of stopping a counterattack by enemy tanks, and they performed brilliantly. The enemy tanks did not break through and the aviators won an outstanding score. Leonid Il'ich Brezhnev awarded honorary personal wrist watches to many pilots and commanders.

The pilots of the squadron are first-class aerial fighters. Commander Aleksandr Petrushin, for example, is a USSR sports master in helicopter sports and champion of the USSR and the Armed Forces. His students take after him, for example sports masters Senior Lieutenants Nikolay Timayev and Vyacheslav Zharkov. And how could they fall down, representing a famous aviation regiment formed during the Civil War on party instructions?

[Question] Your memoirs contain a chapter about the personality of the commander. In it you reflect on the moral and fighting qualities of young officers today. What character traits would you like to see in them today? What qualities should a young commander develop in himself?

[Answer] By no means can anyone become a commander, even if they are good, conscientious people. This job is too complex for many: to insure the combat readiness of a unit or subunit and accomplish the combat mission in the one (victorious) variation. It demands outstanding military, pedagogical, physical, and moral-volitional training from the commander. His authority cannot ever be formalistic. Intellect, will, personal bravery, and honor — these are characteristics of the contemporary officer. I would particularly stress the hunger for victory in battle, a constant, unquenchable desire to defeat the enemy with intelligence and strength.

This is precisely how signal company commander Sr Lt Sergey Stepanov, reconnaissance platoon leader Lt Aleksandr Burgas, and many other talented officers operate at every exercise. When you observe their decisive actions in reconnaissance, on the march, in a swift attack, on the defense, or crossing a water obstacle, you see right away that each officer has his own command style and that his men trust him absolutely and would follow him into fire and water.

There is one thing I especially want to mention. The foundation of the moral and ideological qualities a young person needs for military affairs are laid on the distant approaches to our profession. The decree of the CPSU Central Committee entitled "Further Improvement in Ideological and Political Indoctrination Work" stresses that it is the duty of the older generation to "instill in the younger generation a sense of historical responsibility for the destiny of socialism and the security and prosperity of the Motherland." This lofty feeling helps a young person strengthen his body and mind, overcome the hardships of military service, and master highly intricate army specializations. School, production work, and the army — these are links of a single educational complex which shapes the civil consciousness of a Komsomol member of the 1970's. And the mutual accountability of each link is very high.

[Question] What famous commanders, heroes of the Far East, do you recommend that Komsomol members choose as examples? What places of revolutionary and military glory do you recommend that they visit?

[Answer] The heroes are always with us. It is sufficient to recall those who fought for Soviet power in the Far East, the legendary Red commander Vasiliiy Konstantinovich Blyukher and Sergey Lazo. And what about the legendary Vitaliy Banevur? This list is continued by the heroes of the fighting for Lake Khasan and Khalkhin Gol.

I feel great emotion when I climb Volochayev Hill where one of our formations fought in the days of my fighting youth. There is a beautiful monument on top the hill, and it has become a favorite place for young people to relax. Komsomol members hold lessons in bravery and solemn demonstrations and assemblies there. There are revered places like this in literally every Far Eastern region. Zaozernaya Hill in the town of Kraskino where there is a monument to the heroes of the fighting for Lake Khasan. The Spassk neighborhood. A broad Komsomol trail should run to them. After all, our military history marches with us. In Brest and Leningrad, on the Volga and in the Small Land. It teaches the younger generation steadfastness and loyalty, unbending courage, and great love for the Fatherland.

Tret'yak's Character, Current Concerns

Moscow TRUD in Russian 18 Jul 79 p 4

[Article by Yu. Dmitriyev, Khabarovsk; "The Bullet Fears a Brave Man"]

[Text] Later he received a lofty heroic title for that savage, harsh fighting on the approaches to the city of Opchka, in the Pskov region. And many years later, in our day, already a prominent military leader, he would say this about those vivid battles: "It was a fight like few others I remember in the whole war. The two forces did not simply come together in mutual attacks, they were clutching at each other's throats. It was a real struggle, where you see the enemy's face twisted with hatred and fight to avoid a swinging blow with the butt of his weapon or a point-blank rifle shot."

At that time, in July 1944, Major Tret'yak had no thought of death. He was 21 years old, but already wore many combat decorations on his faded dress uniform jacket. Under a hail of enemy fire he moved swiftly through the minefield. The entire army command headed by commander M. I. Kazakov and Maj Gen A. T. Stuchenko, commander of the 29th Division, followed tensely and worriedly behind Tret'yak's battalion, which had been thrust into the break through strongly fortified German positions near the settlement of Dukhnovo.

This was an important German strongpoint and the success of our attack depended on seizing it. Crack units of the 19th SS Infantry Division and enemy artillery batteries were holed up there and tanks dug into the ground had the entire region under aimed fire. Nonetheless, the circle of defense was broken and the fascists fled in panic. The road to the West opened up for our units. But in the roar of battle, the former battalion commander recalls today, some kind of false echo, lost in the woods, carried to the command with the news that Tret'yak was dead, that he had been killed in hand-to-hand fighting. But soon after he appeared at the division command post, flushed with the recent battle but alive and unharmed, and cheerfully reported on his bold raid. "Now he won't die, he'll go through the whole war to victory," one of those present shouted.

Ivan Moiseyich still remembers these prophetic words. He spent almost the entire war in our heroic infantry, from the snowy fields near Moscow turned black from burning powder to the hellish thundering of the Kurlyanc (Courland) cauldron in the Baltic. The war was already over when he fought there. The 10th of May had already passed, but Tret'yak still heard the whistle of bullets and shrapnel. The Nazis in this region, forced back against the sea, continued battling even after the surrender, until the last breath.

Lieutenant Colonel Tret'yak finished the war as commander of one of the best Guard regiments in the army.

From the memoirs of Gen Arm A. T. Stuchenko, we read: "We love him for his unthinking courage, because he willingly accepted any assignment no matter how difficult. It seemed that if you said to him, 'Tret'yak, drag Hitler over here!' his answer would definitely have been, 'Yes, sir!' and he would have set off to do it. That is how he was in battle."

In peacetime, after the war, he remained the same kind of fearless, strong-willed man, loving his military service. He commanded units and formations in various parts of the country, leaving work in the garrison only temporarily to study at the Military Academy imeni M. V. Frunze and the Academy of the General Staff. Later, during the memorable Dnepr combined arms exercises in 1967, he was promoted to commander of troops of the Belorussian Military District. I. M. Tret'yak today is a member of the CPSU Central Committee and a deputy to the USSR Supreme Soviet. The party has entrusted him with the important position of commander of the famous Far Eastern Military District. He is an esteemed man with major governmental responsibilities and two

grown sons (one is a doctor in Minsk and the other is a radio physicist). But the spark of battle, a dashing, youthful spirit, burns on in his tempestuous soul. It is an enormous district, a border district, including Primorskiy Kray, Sakhalin, the Kurils, and Chukotka. You seldom find the commander in his office. He is more likely to be at some remote taiga tank training ground or at a training point under construction.

His staff airplane, helicopter, and all-terrain Uazik [vehicle from the Ural Automotive Plant] are always ready. But everyone knows that if there is a chance to go on foot the army general will get out of his vehicle and walk. He prefers to approach a soldier's foxhole or the crew of a combat vehicle by himself, crossing an obstacle field through rain-soaked mud. He does this, sits down for a minute, asks questions about work and home, and offers advice. Then off he goes again. The smart, proud figure of the general is already at a different battle position. In his 56th year Tret'yak is as alert, agile, and mobile as an athlete. No matter where the commander is, at home or on a working trip, each morning he does 100-150 rigid squat-bends and a good set of other physical exercises. He loves a hot Siberian bath with a steam room and fresh switches, but following the Ukrainian custom he prefers a couple of glasses of cold milk to a pitcher of beer.

The commander has great respect for diligence and love of the service and regulation order in the young fighting men. However, as he himself is outgoing, he considers it essential to teach soldiers, warrant officers [praporshchiki], and officers above all to be courageous and fearless in battle.

I had a long talk with him on this subject. War is war, and the conditions of war are harsh and exceptional. Take the raid on Dukhnovo mentioned above. Tret'yak mounted his battalion on powerful "Studebakers" then. The soldiers arranged themselves in the beds, holding their machine guns, automatic weapons, and grenades ready, while the officers (the company commanders and Tret'yak himself) rode on the fenders of the vehicles for greater convenience in waging fire and observation. Off they went! It was a bold attack, unexpected and unusual to the enemy, like ramming in aerial battle. But again, that is war. How about today?

Tret'yak smiled. Then he suddenly rose abruptly from his desk and, gesturing vigorously, launched into a picturesque scenario.

"Picture this. Imagine intricate tactical exercises are underway. The attacking forces must break up a strongly fortified enemy defense and reach the rear. Suddenly they find a broad water obstacle in their way, a mountain or taiga river, a lake that has not been explored by divers, or a reservoir. Well, do they stop? No. Pontoon troops and crews of amphibious armored personnel carriers, tanks, and other combat vehicles enter the battle. They begin the crossing on the run. You have to say that this is a difficult matter, to rush

into swirling waters with full knowledge that there is no solid ground beneath you. And then you drive the combat vehicle forward under enemy fire, yourself maintaining constant fire from the cannons and machine guns. It takes strong nerves, self-control, and boldness. Or suppose you must pass through a burning, half-devastated block of a city. All around is fire, smoke, and simulated explosions. Walls and roof cave in, but the soldier must reach an assigned line in a very short time. This is too much for the weak ones."

I reminded I. M. Tret'yak that he received his first combat order at the front, the Red Star, for being able to penetrate the enemy rear at kilometer 147 of the Moscow-Minsk highway under extremely difficult nighttime conditions and, with his group of soldiers, capture a valuable prisoner for interrogation. I asked him:

"In army service, just as at the front, there are probably cases where a fighting man encounters the danger of death, aren't there?"

After a telephone call to the duty officer's operator to check the names of outstanding fighting men which he had submitted for awards, the general answered:

"Well, here is a very recent incident that I think is just like events at the front. It was a rainy night, a thunder storm. The group of men headed by Jr Sgt Aleksey Klobukov was standing guard at an important installation. Among the guards were Jr Sgt S. Kayupov and Pvts A. Kuligin and I. Yuidashev. Suddenly the men noticed two figures dashing toward the installation. They did not answer the sentry's call, and tried to resist when being arrested. But the unknown men's tricks and the weapons they carried did not help. They were arrested and turned over to the investigative agencies. It was learned later that they were dangerous spies."

The commander proudly mentioned the name of 23-year-old Lt Aleksandr Markovskiy. While at his battle post with a group of subordinates, Markovskiy discovered a problem in the equipment which could have caused an explosion and death. Without a thought the officer raced to help his comrades and removed the danger. The soldiers followed him instantly. There it is, the commander's example! The Tula Military Artillery School trained a truly courageous officer. Such actions by young fighting men show the moral purity, sense of comradeship, and courage instilled by military service.

"The recent decree of the CPSU Central Committee on ideology discussed this very well, at some length," Gen Arm I. Tret'yak said.

April 1978. A combined arms tactical exercise was being conducted near Khabarovsk with General Secretary of the CPSU Central Committee and Chairman of the Presidium of the USSR Supreme Soviet L. I. Brezhnev in attendance. The motorized rifle, tank, artillery, anti-aircraft, and aviation troops demonstrated outstanding combat teamwork

and skillful mastery of the latest equipment. The artillery troops of Capt I. Korzh blew up tanks on the first shot. The missile battalion of Sr Lt F. Kasymov poured intense, accurate fire at the other side. The fighter bomber pilots commanded by military pilot 1st class Capt I. Belzor struck small, camouflaged targets on the ground with precision. L. I. Brezhnev praised the exercise highly, thanked the men for their work, and gave a firm handshake to district commander I. Tret'yak, the most senior and experienced leader. Ivan Moiseyevich assured the head of the party and state that the fighting men of the Far Eastern District would always be on guard, deeply conscious of their special responsibility for the security of the frontiers of the Fatherland.

During the war A. I. Yerezenko wrote the following description when putting Guards Maj I. M. Tret'yak up for the title of Hero of the Soviet Union: "He has carried out his combat assignment as a commander brilliantly. In fighting against the German aggressors he has shown himself to be a true hero who defies death and gives no quarter. He has led his battalion forward." This general with the fearless soul of a soldier remains unchanged today.

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